

--- Get your Ferrari fix: 488 Spider driven and F12tdf first look



Official government fuel consumption figures in mpg (litres per 100km) for the new GLC range: urban 51.4(5.5), extra urban 60.1(4.7), road conditions and other non-technical factors. The new GLC range starts from £34,950 on the road. Model featured is a new GLC 220d 4MATIC AMG Line at £43,375 on the road including price includes VAT, delivery, 12 months' Road Fund Licence, number plates, first registration fee and fuel). Some combinations of features/options may not be available. Please contact your

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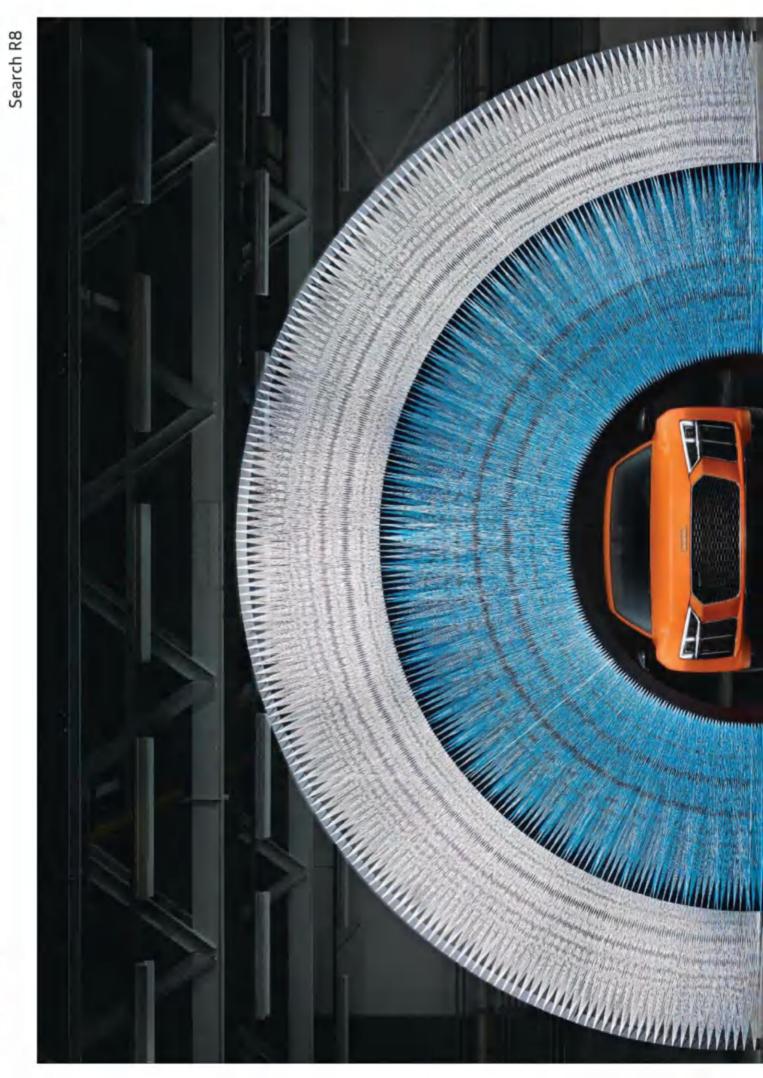
Mercedes-Benz

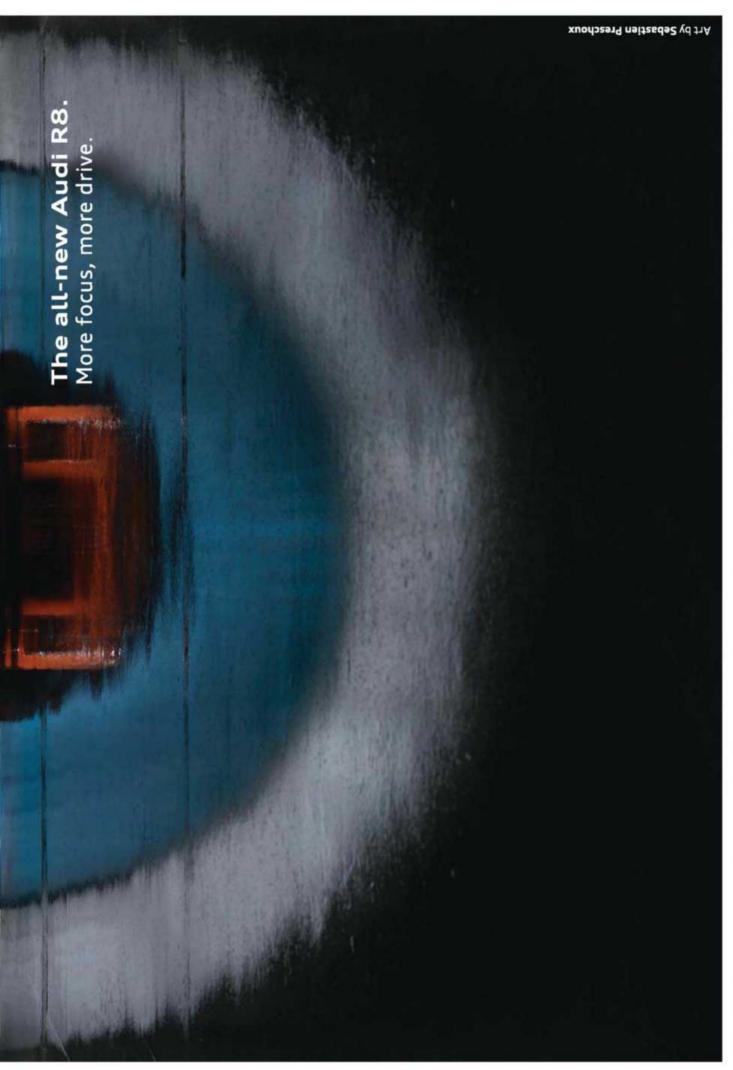
The best or nothing.



combined 56.5(5.0). CO₂ emissions 129 g/km. Official EU regulated test data are provided for comparison purposes and actual performance will depend on driving style, optional driving assistance package at £1,695, premium package at £1,695, 20° AMG alloy wheels painted titanium grey at £595 and running boards with rubber study at £450 (on the road local Retailer for availability. Prices correct at time of print (10/15).







Official fuel consumption figures for the all-new Audi R8 Coupé V10 range in mpg (I/100km) from: Urban 16.1 (17.5) - 16.9 (16.7), Extra Urban 30.4 (9.3) - 33.6 (8.4), Combined 23.0 (12.3) - 24.8 (11.4). CO₂ emissions: 287 - 272g/km. Fuel consumption and CO2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in frameword in



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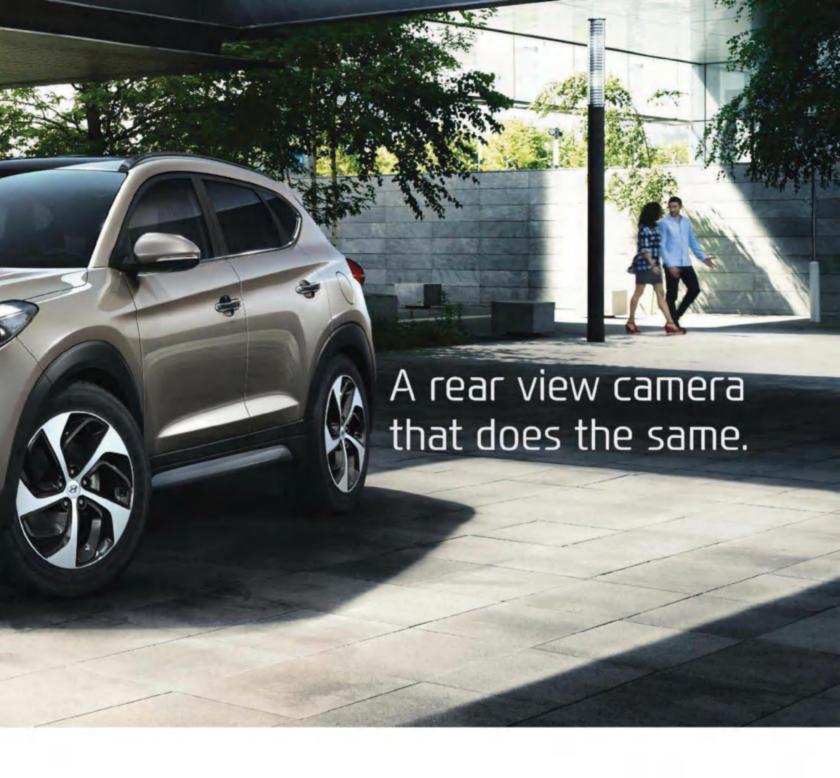




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WELGOME



Not many industries are as driven by the spirit of competition as the automotive business. We live in a world where figures matter and every micron of performance is measured, scrutinised and benchmarked.

This month's issue features the very best and worst of what that culture creates. At the positive end of the spectrum is the McLaren 570S, which goes into battle in the sports-car heartland against the stiffest competition yet. Few car companies embody the spirit of competition and constant evolution more than McLaren. Competition is in its DNA, and while early 12Cs were best described as "variable", the product development that has seen that car progress from those tentative early steps to the 675LT has to be admired. Especially when you add the P1 into that journey as a potent side project. We dispatched Ollie Marriage to the highest point in Portugal in McLaren's latest offering with two of its fiercest rivals in close formation, to see if Britain really is best, on page 90.

At the other end of the competitive spectrum is the position in which the VW Group finds itself in the light of its admission to cheating in US emissions testing. While the headline figures are extraordinary, with almost nine million cars affected globally and speculative estimates of the costs running at around £15bn, it's the culture that led to the scandal that is of greater concern. What drove people at one of the world's most respected engineering entities to elect to install complex systems to cheat both the US authorities and their customers' trust? Competition. Competition to be the biggest car company in the world, an objective rendered obsolete without major mass-market success in the USA. Paul Horrell digs into the facts as we know them on page 130.

The scale of the fallout will become clearer in the next few months, as will the amount of blood on the corporate and product planning carpet, and we'll continue to cover developments in the magazine and online at TopGear.com. But for now...

Enjoy the issue,



CHARLIE TURNER EDITOR-IN-CHIEF

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ISSUE 275 COVER: ALEX HOWE

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Water for facilitating last
month's James Bond cover
location. The Lee Tunnel is the
deepest in London and a key
part of the company's work to
clean up the River Thames.

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When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.

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The Ferrari F12tdf is a 769bhp, track-ready, V12 maniac. Nastier F12 loses 110kg, gains downforce and carbon

I prefer it over the original F12, but sometimes it looks like an Italian version of the Corvette Z06/ZR1.

Jo

Agreed. Dangerously close to Corvette in appearance. Until you see the back.

Justin Case Jones

I LOVE the F12. I think this thing is a little ugly but I could not care less.

SgtStig

Words fail me. Personally I can't find a flaw in the way it looks. Astonishing numbers as well. Gimazz89 People said that 730bhp was way too much for a road car. This has more power and less weight. This thing will rip a hole through time. Rahul Nargundkar

I like it for lots of reasons, but perhaps most of all because it managed to get rid of the 'Psychotic Grinning Evil Clown' face. InsomniacRyan

They took inspiration from Grand Theft Auto V, didn't they?

Peterson

OH. MY...
Ripped



@dannykeighobadi Lord almighty, @BBC_TopGear, you've got to at least warn me there...



@mjbest
Wondered what
The Stig was doing
between @BBC__
TopGear shows?
He's flying helicopters
in Norway



@KAPPtain_planet What's he doing in Delaware, and in a Ford Fusion?

TWEETS & STUFF

I need a boyfriend I can watch

@BBC_TopGear with

@LINDSAYISWONKY



A bit of an @BBC_TopGear feel to this one. Sack of spuds in the front seat, ply side panels and a block of metal on top! @CAOIMHINF

I'm obsessed with 360-degree videos on Facebook. First @starwars and now @BBC_TopGear @ANDREW_CASSIDY

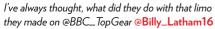


Saw you at the IAA in Frankfurt, Germany @KER0489

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This really is amazing. 360-degree video of the @BBC_TopGear track @JonathanBlench

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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO₂ emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results.



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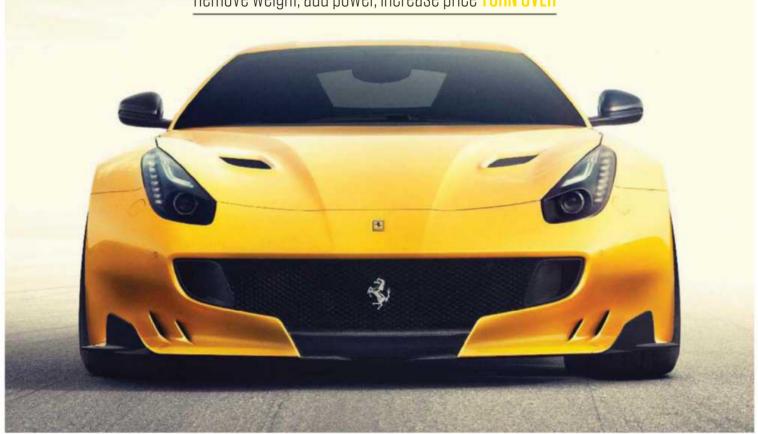
MEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH

BIG THIS MONTH

Ferrari F12tdf

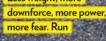
Remove weight, add power, increase price TURN OVER



NEWS

Natural aspiration's leaving party has been announced: the F12tdf. Shame about the name

> Less weight, more downforce, more power more fear. Run







Basically a road-legal 360 Challenge race car. Lighter, more power, stickier tyres. All good



Upgraded, stripped-out F430 was faster round Fiorano than an Enzo. Just call it Scud





6.0-litre V12 made 661bhp. It cost £300k. Sounds tame by modern standards? It wasn't





A swansong for Ferrari's naturally aspirated V8, the Speciale was as pure as they came

A 458 Speciale minus the pesky

roof. Therefore noisier. Therefore even better

The F12tdf is, in effect, a successor to 2010's savage 599 GTO. It will officially debut at the Ferrari World Finals in early November, with just 799 slated for production. We suspect they'll disappear as quickly as the tdf itself. The 6.3-litre V12 now makes 769bhp a swell

and variable-geometry intake trumpets throw in a blast of Dizzy Gillespie for a faster version of Ferrari's seven-speed double-clutch gearbox to the rear wheels. Peak power arrives at a lofty 8,500rpm, 400rpm short of the V12's red line. The

aerodynamics, a department at which Ferrari has thrown its brightest minds and biggest computers in recent years. equivalent of a pair of sturdy publicans perched on the car's roof, pressing it into the tarmac. Though without the associated increase in high-speed drag.

That added downforce comes courtesy of a raft of aero enhancements - you'll spot those not-so-subtle 'aerobridges' aft of the front wheels,

NEWS

"It'll lap Ferrari's Fiorano test track in 1min 23secs, just 1.3secs behind the LaFerrari"



Cabin contains wheel, buttons, pedals and terrified driver



along with the bigger rear wing and front splitter with dive planes. What you won't spot is the overhaul of the F12's underbody, which now employs three sets of GT-racing-derived strakes to help suck the tdf to the road.

Ferrari proudly states the tdf marks "a major stylistic departure from the F12", and there's little arguing with that. Whether it's a departure for better or worse is open to debate – certainly the tdf's aero additions jar a little with the F12's once-subtle form, but there's no question you'd move quick-sharp to the slow lane if it loomed into focus in your rear-view mirror.

There's added lightness too: thanks to liberal use of carbon fibre and a brutal weight-saving effort across the board, the F12tdf weighs in at 1,520kg, a significant drop of 110kg. That gives the tdf a power-to-weight ratio of 480bhp per tonne, just 10 per cent short of the original Veyron's figure, despite the absence of forced induction to boost power. That's astonishing.

All of which adds up to, as you might expect, some seriously sclera-revealing performance. The tdf will do 0-62mph in 2.9 seconds, which is surely getting

pretty close to the physical limits of a rear-wheel-drive car on (just about) road-legal tyres. It'll lap Ferrari's Fiorano test track in 1min 23secs, just 1.3secs behind the mid-engined, electrically enhanced LaFerrari. Does a faster front-engined road car exist on the planet? *TopGear* is struggling to imagine what might outpace the F12tdf.

That searing lap time is aided by the adoption of four-wheel steer, a oncevogueish technology now seemingly coming back into fashion after a couple of decades in the doldrums: in recent months, both the Porsche 911 GT3 RS and Audi Q7 have embraced it. At low speeds, the tdf's rear wheels angle slightly in the opposite direction to the fronts to narrow the turning circle, but at high speeds they follow the lead of the fronts to effectively lengthen the wheelbase. The result, in theory, is added wieldiness through slow, tight corners, but more stability when you're battering through Eau Rouge. In conjunction with the tdf's wider front tyres, Ferrari promises the technology will also reduce oversteer. We suspect the F12tdf will still offer ample oversteer for those who seek it...



PEUCEOT accomment TOTAL Official Fuel Consumption in MPG (U100km) and CO2 emissions (g/km) for the 308 GTi are: Urban 34.9 (8.1), Extra Urban 57.6 (4.9), Combined 47.1 (6.0) and CO2 139 (g/km) MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only and may not reflect actual on the road driving conditions information correct at time of going to press Visit Paugeat could for further information.

NEW PEUGEOT 308 GT



Toyota S-FR

Front-engined, rear-drive car from Toyota... sounds familiar? Meet GT 86's baby brother

verybody say "Ahhhh": it's Toyota's unfeasibly cute S-FR concept. Its name is a contraction of 'Small, Front-engine, Rear-drive', and so it's no surprise to discover it squeezes below the GT 86. Which pitches it right on the MX-5's turf...

There is no word on its drivetrain, but rumours suggest a 1.5-litre four-cylinder with around 130bhp. Sounds modest, but then so is a subtonne kerbweight. The resulting power-to-weight ratio wouldn't be far off big brother 86.

At a smidge under four metres long and with a pair of back seats, the S-FR isn't quite as small as the dinky little Kei cars it brings to mind (below). But it's certainly as brimful of character as the S660 and Copen; its styling could be described as a mash-up between Mercedes-AMG GT and Pikachu. Even if you're not be otted with its

boggle-eyed looks, you've got to admit it's a damn sight more memorable than a Yaris.

Roof aside, its proportions are bob on with that little Mazda, which is good news. Rivals for the world's bestselling sports car are disappointingly few. Yet the official word is that S-FR production isn't yet in the diary.

One look at the plausibility of its details, though, makes that 'concept' tag seem redundant. stamped already: Toyota may claim it's a show car, but the wheels and mirrors are a sensible size, while the interior is laid out with dull necessities











SMALL TORQUE: OTHER LITTLE BEAUTIES



Honda S660: mini NSX is midengined, rear-driven and turboed, albeit with 63bhp. As fun as it looks, which is quite some achievement.



Suzuki Cappuccino: 18 months of negotiating got this front-engine, rear-driver officially imported to UK. Another 63bhp cult hero.



Daihatsu Copen: second-gen model is also front-engined, front-driven, powered by a 660cc engine and comes with a posh folding hard-top.



Smart Roadster: Kei-inspired but not from Japan. Mid-engined and rear-driven; perky 80bhp engine was undermined by a godawful auto 'box.



to know? One is a futuristic mobility scooter for

makes the G-Wiz look like the epitome of cool.

tech-savvy OAPs; the other, a two-seater pod that

KNOWLEDGE

THIS MONTH'S IMPORTANT NEWS, IN BITE-SIZED MORSELS



McLaren 650S CanAm goes retro

It's not like McLaren has much going on, so to pass the time it's dreamt up a 650S Spider special edition tribute to Seventies Can-Am racers. Only 50 will be built, smothered in carbon and costing £255,000 a piece.



Aston goes electric with RapidE concept

This is the RapidE concept, a 550bhp RWD all-electric concept that points towards a production car in two years. In its most potent form, said production car could have 1,000bhp and four-wheel drive. RapidE indeed.



Porsche Macan GTS: a sports car on stilts

Surprise, surprise. Porsche has GTS'd the Macan with a 355bhp 3.0-litre bi-turbo V6 and a £55,188 pricetag. Lower, stiffer suspension, a sports exhaust and wider tyres confirm it's the helmsman's choice.



WW avoids diesels with next-gen Phaeton EV VW's post-dieselgate PR machine is in

VW's post-dieselgate PR machine is in full swing with the announcement of an EV version of the next-gen Phaeton. Aimed at the Tesla Model S, it will showcase future battery tech that will trickle down to lesser models in time.

NEWS

Excuse me, are you really talking about a 120-grand BMW 4-Series?

Um, when distilled like that, yes. But we'll come back to the price in a bit, because this BMW M4 GTS could well be greater than the sum of its parts.

Explain.

Yes, it's a 4-Series. But it's an M-Division 4-Series; specifically, an M4. That's already £57k worth of oversteery goodness to get us going. So there's a new badge, and power.

How much power?

Thanks to a water-injection system that sprays directly into the plenums of the manifold, the intake air is cooled and the twin-turbo straight-six engine can run higher boost. Long story short, that 3.0-litre sixer now makes 493bhp, over the standard M3's 425bhp.

That's considerable.

It is. As with any hardcore special edition,

you also pay more for less. The back seats have been binned, the fronts are now carbon-fibre buckets, and the doors are thinner – complete with interior pull-straps rather than normal doorhandles. There's also specific three-way adjustable coilover suspension, Michelin Cup tyres, carbon-ceramic brakes, lighter alloy wheels and a dual-clutch gearbox specifically tuned for the engine's power gains.

And yet, one hundred and twenty grand...

There's more still. The body features a new carbon front splitter, while that rear wing is adjustable through three heights if you have a set of spanners lying around. There are LED lights front and rear, too.

Is it fast?

It's half a second quicker to 62mph than the standard BMW M4 – registering a time of 3.8 seconds – and will top out at 190mph. Oh, and how about this for a

price punch: BMW has confirmed that the car will record a lap around the 'Ring of just 7m 28s, which is a whopping 24 seconds quicker than the standard BMW M4. In fact, if we judge the M4 GTS on lap-time ability alone, consider this: its 'Ring time is the same as those of a Porsche Carrera GT and McLaren MP4-12C, quicker than a Ferrari 458 Italia's, and is beaten by things starting with 'Lamborghini' and 'Pagani'. And, um, 'Radical', but that's a different story.

So it's faster around the 'Ring than things costing much more money, is your point? Well, that's one point, yes. Another is that just 700 M4 GTS Coupes will be built, with only 30 models set to hit the UK.

Exclusivity comes at a premium. A final point is this: its predecessor, the M3 GTS,

was a sublime thing. If this M4 GTS is anywhere as good as that, then yes, it's very much worth £121,770.





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It has doors that put a Lamborghini to shame
No, Tesla hasn't invented the world's first flying SUV (although 'Professor' Musk probably has one up his sleeve).
Those 'wings' are actually Falcon doors, designed for added convenience – the fact that they will attract more attention than an Aventador is just a by-product.
The double-hinged mechanism opens up then out, and requires a slimline 30cm either side of room. Sensors will stop them opening if they are about to leave stripes on the adjacent car, plus open them automatically as you approach.

Move over, XC90 – Tesla makes the safest SUV
Although yet to be smashed into a stationary steel block surrounded by slo-mo cameras, Tesla is confident the Model X will score a five-star safety rating in all categories – the first SUV to do so. Its secrets are large crumple zones (there's no unyielding engine block up front) and aluminium pillars reinforced with steel rails. Like the Model S, it carries a forward-facing camera, radar and a 360° sonar to read its surroundings and enable autopilot features as they are rolled out.

The interior is like a Model S's... but bigger
Tesla is sticking with its bigger-than-most-flatscreen-TVs, portait-orientated central touchscreen, eliminating all buttons except a pair of touchpads on the wheel. A windscreen that stretches over and behind the driver means more light inside and a better view of bird poo, moments before it lands on your recently valeted car. For audiophiles, a 17-speaker stereo will be too tempting to pass up, while lots of ingenious cubby holes are perfect for your children to hide crisps in.

It's a breath of fresh air
Not only is the Model X's interior
more airy than the Model S's, the
air itself is of optimum quality.
It's all down to a HEPA particulate
filter, the first of its type in any car, that
delivers "medical-grade air" through the
vents and into the cabin. We understand
that doesn't mean your car will
constantly smell of industrial-strength
disinfectant. Being an all-electric SUV
with no direct tailpipe emissions, the air
around the car will be squeaky clean, too,
unless you're a rush-hour commuter in
Beijing, or anywhere near a black cab.

NEWS



MUSK ON LIFE: ELON'S BEST TWEETS

"Would love to do a pickup truck. Something with ultra low cg for sports-car handling, dynamic air suspension and mega torque"

"If humanity wishes to become a multi-planet species, then we must figure out how to move millions of people to Mars"

"Btw, we are actually working on a charger that automatically moves out from the wall & connects like a solid metal snake. For realz"

> "Roadster upgrade will enable non-stop travel from LA to SF – almost 400 mile range. Details tmrw. Merry Christmas!"

"Yo, I don't hate Apple. It's a great company with a lot of talented people. I love their products and I'm glad they're doing an EV"

MODEL S: AUTONOMOUS UPDATE

By the time you read this, Tesla will have pushed the big green button on another over-the-air Model S software update – one that takes us tantalisingly close to true autonomous driving. It will allow the car to steer itself within a lane, change lanes on its own if you tap the indicator and maintain 'traffic aware' cruise. Full hands-off, put-your-feet-up autonomous driving is still "a few years away", according to Musk, who warned drivers to "exercise caution at this stage... eventually, there won't be wheel and pedals, you'll tell the car your destination, and you'll go there".

It's a genuine sevenseater, with two boots
The benefits of not having to find room for a combustion engine, driveshafts and a bulky transmission are many. Top of that list are seven usable seats (a six-seat layout with two individual seats in the second row is also available) plus a pair of boots – one at the front, 911-style, and one where you'd expect to find it in the rear. Roofboxes and bike racks are optional, and you can also be the greenest caravan owner on the block, thanks to the Model X's impressive 2.3-tonne towing capacity.

Active aero means it's a slippery little sucker In order to maximise your mileage between top-ups, Tesla has harnessed the power of air. With a drag coefficient of 0.24 – identical to the Model S's, despite its larger front cross section – it's the most slippery SUV on sale. Without the need for cooling an engine, the blanked-out front grille cuts through the air, while an active spoiler moves to a position where the driver can see above and below it at speeds of less than 45mph, and then squats slightly at higher speeds.

It's as fast as a Porsche 911 Turbo
Nope, that's not a typo. Courtesy of front and rear motors, 4WD,
713lb ft of torque and 762bhp,
0-62mph takes 3.2 seconds. That's only if you order the Ludicrous P90D, though – the standard P90D takes a sluggish 3.8. Top speed is limited to 155mph, while the range is 250 miles on a single charge. Take it to the drag strip and, despite weighing a chunky 2.5 tonnes, it'll crush the quarter-mile in 11.7 seconds. Expect to pay around £90,000 when it arrives in early '16.

NEWS



EV INCOMPATIBILITIES

Different charging systems, different plugs... it'll never work

omewhere in the middle of nowhere, your Nissan's petrol warning light comes on. Your satnav finds a filling station, but it turns out it sells only petrol for BMWs. There's another one a bit further down the road, but that sells VW petrol. The nearest place selling the stuff you need is way beyond your range. You are marooned.

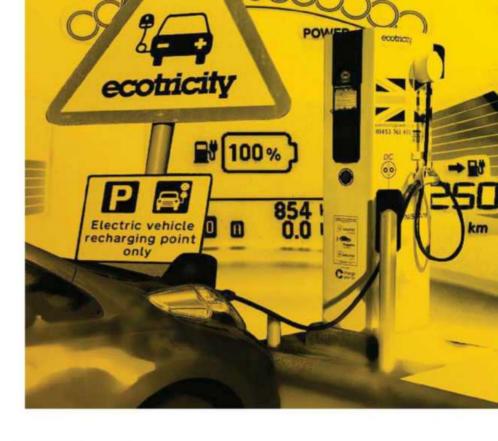
Imagine, if you can, this world where every make of petrol car uses its own unique fuel. To go further: even the ones that share formulations have different nozzles, so their pumps are incompatible with yours. Or, even stupider, if the ones that use the same fuel and the same nozzle use different payment systems (themselves incompatible with existing credit and debit cards) so you need to subscribe to a walletful of different payment schemes and apps.

This knuckleheaded alternative universe isn't actually a work of my imagination. I'm describing the real dystopia of recharging electric cars. Now, you might have swallowed the line from electric-vehicle enthusiasts – no, make that EV disciples, because they often have the blazing-eyed look of fanatics – that Britain has a thriving network of public recharging points. Well, it does, but...

Among those recharging points, there are five different sockets working on several different voltages – some of them AC and others are DC. How many permutations is that? Further confusing us, those outlets seem to go by various aliases (JEVS is also known as CHAdeMO; Type 2 is Mennekes to its mates). Cumbersome and expensive adapter cables are available that work across some of them, but mostly that's a blind alley unless your car has an on-board charger that can convert and rectify these various electrical supplies. Finally, most public chargers don't have bank-card readers, so you need to have signed up in advance to an array of payment schemes.

Small wonder that electric carmakers peddle the story that most owners 'prefer' to recharge only at home and work. But this surely isn't a matter of real choice. They avoid public charging because mostly public charging is a monumental pain in the backside. So they're effectively denied the freedom to roam spontaneously and undertake long journeys like their combustion-car mates do.

And because the chargers are incompatible, EVs' real scant range is further curtailed. Let's say your car has a nominal 100 miles. Now, 90 miles ahead is a charge point. But your car can't use it. One that's



"Imagine,
if you can,
a world
where every
make of
petrol car
uses its own
unique fuel"

compatible is 110 miles away. Unreachable. So you have to use the next nearest one, which is 50 miles away. So your 100-mile nominal range is slashed by half. To get a handle on this, let's translate it back into the world of petrol cars. Your petrol car has a 300-mile range. Could you relax if filling stations were spaced 250 miles apart?

I say all this as an electric-car enthusiast. I always like them when I drive them. I live in Islington in London, where the authorities claim to be doing all they can to promote EV use. But I can't recall a single time I've had one and not wasted ages trying – usually failing – to grab myself some kilowatt-hours, using up even more juice by pointlessly driving around London like a desperately thirsty man crawling between desert mirages.

How did this ridiculous state of affairs come to pass? No one in the car business has a satisfactory explanation. Ford of Europe CEO Jim Farley is at least honest. He shrugs, looks exasperated and shoots me back a one-word answer. "Pride." He should know, since his old job involved, in part, selling plug-in Fords in America. He elaborates that all the car companies and all the charger companies are so blindly convinced that their particular system is best that they can't entertain co-operation.

But Farley's deputy, COO Barb Samardzich, goes further. "We can't even agree on a plug. A plug! So how will we ever agree standards for, say, autonomous vehicles?" She reckons that if self-driving and platooning cars are ever to work, they'll have to communicate with each other and with cloud-based infrastructure about what's beyond their field of view.

Sure enough, Toyota has announced that it will be selling cars with this sort of comms tech from Japanese showrooms by the year's end. Such is the numbskull intransigence of the car companies that European and US manufacturers are busy designing a different system using different frequencies. The roads will be an electronic Tower of Babel. With added crashes.

Run out of juice? Sorry, you'll need a Nissan filling station



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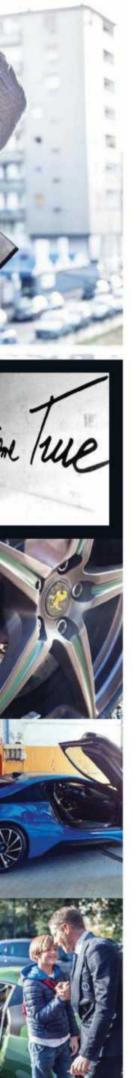
MY OTHER CAR IS... p50 The BAC Marine Edition. Perfect for a superyacht The men in a shed who created Harley-Davidson

PUB AMMO p60 Why you shouldn't drive on Pacific atolls

PLANET / LAPO ELKANN'S GARAGE ITALIA CUSTOMS Lapo Elkann's heart will always be Italian, but new venture Garage Italia Customs encompasses not only German brands, but also helicopters, boats, private jets and scooters 0







rom street level, there's a hint of the Starship Enterprise about Lapo Elkann's new HQ. A faded beauty from Italy's

post-Art Deco Streamline Moderne era, this former petrol station is about to undergo a dramatic renovation at the hands of renowned Italian architect Michele De Lucchi.

"It's a landmark in Milan," Lapo says. "The CEO of ENI, Enrico Mattei, wanted to create a symbol of what a fuel station could look like. It has been empty for 20 years, which I thought was a disgrace."

When it comes to enterprise - and boldly going - few can touch Lapo. A scion of the Fiat dynasty, and feted globally by the likes of Vogue and Vanity Fair for his highly personal style, Lapo is also an irrepressible petrolhead and born entrepreneur. His latest venture, Garage Italia Customs, has already customised 70 cars - there's a BMW i8, Alfa 4C and blue Abarth 595 outside - as well as various boats, jets and scooters. But the idea is bigger than that: Lapo has enlisted celebrated chef Carlo Cracco to oversee the restaurant that will emerge upstairs, and plans to license GIC around the world.

This is 21st-century la dolce vita. But as always with Lapo - a man intimately acquainted with the machinations of the car industry - there is much to discuss. Top Gear: Fantastic building, Lapo. What do you plan to do with it? Lapo Elkann: Throughout my career, I dreamed of something like Garage Italia Customs. We do tailoring for cars, boats, planes and toys for boats, representing the quintessence of Italian style. My work at Fiat, Maserati and as a consultant on Ferrari's Tailor-Made was v1.0 or 2.0. But I always felt more could be done. This is version 3.0 or even 4.0. I wanted to take the best people in Italy - artisans and craftsmen - and create a family. We will also work with the best industrial partners, Pirelli, Brembo, Sabelt, Lear, Alcantara, to fulfil the dreams of the consumer. We make the impossible possible at a level of excellence that I don't believe anyone else can match. TG: It feels like a return to Italy's grand

coachbuilding tradition.

LE: It's a very modern *carrozzeria*. Sadly, I believe Italy has lost a bit of its shine a lot of the companies in this space are German, American or British. But it's a

business opportunity too. Automotive customisation is worth €94bn globally. Now look at planes, helicopters and boats... imagine how much more that adds to the equation. There's a huge space in this area, and it's also my favourite business. You know me - I like a challenge. Italy has potential that no other country has, and I want to leverage all these great people and companies. **TG**: Automotive tailoring and bespoke has become a big deal this past decade, especially among high-net-worth

individuals. Why? **LE:** I think a new era of motion with style is emerging. Whether it's on a bicycle or a jet ski, a helicopter or a boat, a car or even rollerblades, everyone wants to move around the world with style. It can be Pimp My Ride or The Fast and the Furious to the beautiful cafe racers you have in the UK, or the fantastic things Singer and Icon are doing in the US.

TG: You have spoken before to us about your frustrations with Italy, in terms of government and attitude. Are things improving?

I want to bring the Italian way of life

into the arena of motion.

LE: I push Italy, but in an international sense. Italy is an unbelievable country, but it needs to speak more effectively at

an international level, with that tone of voice and vision. If you're not international, you die. No business can be local; it must be global.

TG: OK, let's talk about the big picture. Automated cars are coming. Alternative energy is inevitable.

Silicon Valley's tech giants are circling. The fallout from the Volkswagen scandal is also going to have profound long-term effects...

LE: We automotive guys will have the problem of the technology guys coming in, with means that are far bigger than ours. So we have a choice. They can become an asset or a liability. They can become friends or they can become enemies. In Germany, Japan, Italy and the US - we should think very closely together about what the future will be. The bosses need to open their minds and humble themselves, and understand that it's no longer a one-man show, no longer enough simply to do a good car. There needs to be far more. There needs to be

unity. I don't fear competition. Alliances can often lead to better results.

TG: Adapt to survive, in other words.

LE: Some automotive brands have an unbeatable aura. But even behind all these magical names, there still needs to be people who love them and cherish them, like they would their own son, not only leverage them or squeeze them like extracting juice from a lemon. That way you decrease the value of the brand, and hamper its potential growth.

TG: And Volkswagen?

LE: I believe the Volkswagen situation is more of an opportunity than a problem. A big reset button. Morals and ethics are key in whichever business you are in. It will humble down a lot of people. Listen, I am not here to judge, and I know a lot of great people there. But humility is key if you want to succeed in life, love and business.

TG: How about creating a new automotive brand, and actually building your own car?

LE: If the opportunity arose, with the right people and the right technology and it was viable... why not? I have great admiration for Horacio Pagani and others like him. I am not saying no, which does not mean I am saying yes... [smiles] I always want to do more and better,

"Bosses need to open their minds and realise it's no longer a one-man show"

especially for the motion industry. Listen, my great-great-grandfather's first motto when he founded Fiat was terra, mare cielo. He was the one who started it all. When I think about someone, I always think of him, not necessarily my grandfather [Gianni Agnelli]. And I think of Enzo Ferrari - his story was not all glamour, it was passion, drive, determination, focus, it was love and suffering. Look at Pagani or Elon Musk - they are true visionaries. What is there not to love about sitting around a table with people like that? You can only learn. I think certain automotive companies have lost that ability. They have the potential to regrasp it, but they have to be open and willing to listen.



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Topice Our mysterious agony uncle tries to solve your dilemmas. sorry if he gets a bit grumpy

PLANET / ASK UNCLE TOPGEAR

Dear Uncle TG

I've found an Audi S4 Avant for sale that looks great and is at a fair price. Trouble is, it's in Falkirk. Do I risk a long trip to inspect it only to find it's not as good as it looks and I come home empty-handed?

Chris, Kent

Absolutely. While you're there could you get my hat back? I left it there in 1987.

Dear Uncle TG

The Fiat 500 Twinair. Any thoughts?

Clare, by email

Actually, just going back to Chris's question, I wouldn't worry about the hat. I think my head has grown considerably since then and it probably won't fit.

Dear Uncle TG

Driving on the M6 toll road around Birmingham recently, I noticed a lot of people driving extremely quickly. Are they under the mistaken impression that it's a private road and therefore exempt from normal road rules?

Graham, Chichester

Thinking on this some more, it's entirely possible that the hat has a certain amount of 'give' in the structure and might still be able to accommodate the increased girth of my skull and/or hair. Chris, if you're still reading, please do retrieve the errant headgear during your trip to Falkirk.

Dear Uncle TG

What do you think of plans touted by the new Labour leader Jeremy



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magazine.com

Corbyn to renationalise the railways? William, by email

Of course, I purchased a new hat in the mid-Nineties and it has served me well ever since, rather rendering the old hat superfluous even if it was to be rescued from its Falkirkian exile. I must admit, I'm torn. As the hat might be too.



Dear Uncle TG

Do you think the diesel emissions scandal will bring down Volkswagen?

Irf. by email

The truth is, I don't wear a hat as much as I used to on account of now owning a car with doors and some of a roof.

Dear Uncle TG

Please, please, please stop talking about hats.

TopGear magazine, London

Vauxhall Astra 1.6 SRi

THE BAC MONO MARINE EDITION

TG TOP FACT

Despite being a Marine Edition, the Mono is disappointingly unfloaty. However, it is fully customisable and can be matched to the colour of your yacht. That'll be white, then

THE WORLD'S MOST SELFISH CAR TAKES TO THE SEAS



What's going on here?

We already know the BAC Mono is resistant to various bodily leakages. even the worst ones, and that it's impossible to fit a life-size, inflatable crocodile in its nose.

How do you know?

The interior is made from wipeclean, synthetic suede usually found on furniture in nursing homes. The crocodile thing is harder to explain, so you'll have to trust us.

Why are you telling us this?

Because BAC has just launched a Marine Edition, designed to fit in the cargo hold of a superyacht. This means it's likely to get splashed, so the waterproof interior is a good thing.

What about the crocodile?

Forget the crocodile. More importantly, the bodywork and components have a special salt-proof coating, and it comes with a humidity-controlled cocoon to keep it dry in the boat's garage.

How does it get on the boat?

Included in the standard equipment is a carbon-fibre arm that fits all supervacht cranes, and special mounts on the chassis for attaching the crane cradle. So you just lift it aboard.

What else is different?

The price. It's £500,000. For that, you do get all the goodness of a landlubbing Mono, including an updated 2.5-litre Mountune engine making 305bhp at the propeller. Sorry, propshaft.

SPEC SHERT







ENGINE 2.5-litre, 4cyl

POWER

TORQUE 270lb ft

0-62MPH 2.8secs

TOP SPEED 170mph

WEIGHT

PRICE

RIVALS: SWIMMING IN CASH

SUPERYACHTS WITH SUPERCARS FOR THE SUPERRICH



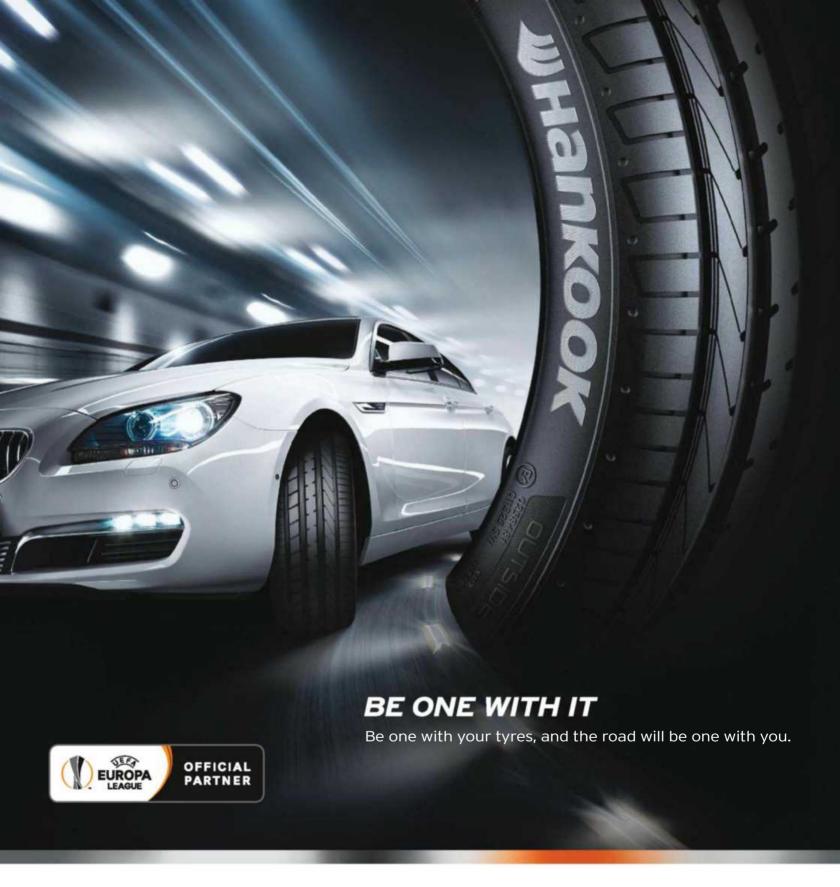
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Pat Jerenx

A VOICE OF REASON IN THE LAND OF THE FREE PART 17: PRO-CAR POLITICIANS

PLANET / ONLY IN AMERICA

W

hich of the next US presidential candidates is the most pro car?

Before we look at that, let's just remind ourselves who the front runners are right now: Hillary Clinton in the blue

corner and Donald Trump in the red. Both of them live in New York, which has one of the lowest numbers of driving licences and cars per head of any city in the US. So we are off to a poor start on both sides. But before we condemn or crown them, let's look at the evidence.

I've seen car-related stories about both of them recently – none of them flattering.

Yes, neither of them has covered themselves in automotive glory lately, have they? Hillary scored a few points by turning up at the National Automobile Dealers Association conference in New Orleans to deliver a keynote to the salesmen – imagine the gold ring, diamond tie-pin and tasselled loafer count in that room. But then she quickly lost as many points as she gained.

What did she say that was so bad?

Hillary admitted that she hasn't driven a car for almost 20 years. "The last time I actually drove a car myself was 1996, and I remember it very well," she said. "Unfortunately so does the secret service, which is why I haven't driven since then." There's no record of what that car was or why the journey was so memorable for all concerned. But it probably wasn't good.

She might regret saying that...

She might. The last presidential hopeful to say driving was for other people was Mitt Romney. He got roundly abused for saying that, and it quite possibly started the rot which saw him miss out on a term in the White House.

Anything that might counter that criticism?

Admitting her first car was a 1963 Oldsmobile Cutlass which cost just \$120 is a definite points winner with her left-leaning party faithful. That she also regularly opened



the bonnet to remove the battery "taking it to my dorm room so that it would be warm before I put it back in" is another hands-on story that will appeal to her people.

But do US voters really care about the driving records of presidential candidates?

In the simple soundbite world of US political reporting, not being able to drive a car is immediately stretched and amplified into an inability to plot a course for the nation. Which is surely one of the reasons why The Donald has made no secret of his vast collection of cars.

Has he got anything really interesting?

Nothing astonishing, but there is a good cross section of

"Hillary says, if anything, Bill's driving is worse than hers"

show and go. Other than the default Rolls-Royce Phantom, he also gets around in a 1956 R-R Silver Cloud. But he also has a Mercedes-Benz SLR McLaren and a Lamborghini Diablo, which are both worth a couple of bonus points. He recently sold the Lambo, probably on the say-so of his political advisors, but he still hangs onto his Chevy Camaro pace car from the 100th Indy 500.

So he's got the metal - is he a pro-car kinda guy?

He is as long as it's made in the US. Without any hint of irony from the man who mostly owns imported cars, he recently rounded on Ford for wanting to build more of its cars in Mexico rather than the US. If he were to do the unthinkable and make it all the way into the hot seat next year, you could be forgiven for expecting some kind of legislation to reduce this trend.

But he's not going to win, is he?

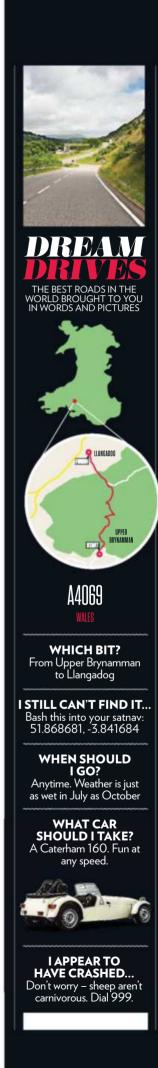
Everyone thought The Donald's candidacy was a joke when he announced he was going to run for president. But he's now only just behind Hillary. There's still a year to run, so plenty of time for things to change.

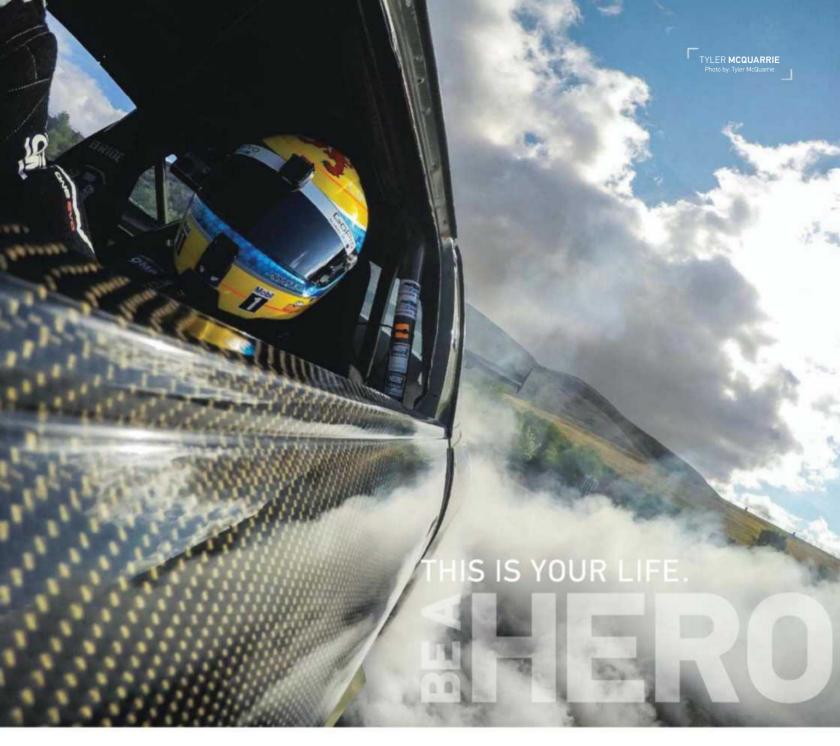
If Hillary wins, will Bill be allowed to drive?

Doubtful. Hillary says, if anything, his driving is worse than hers. Anyone concerned about her lack of hours behind the wheel should see her two-term president husband drive, she says. Hopefully that wasn't a metaphor for something else...

So Donald or Hillary FTW?

Has to be a tie right now.









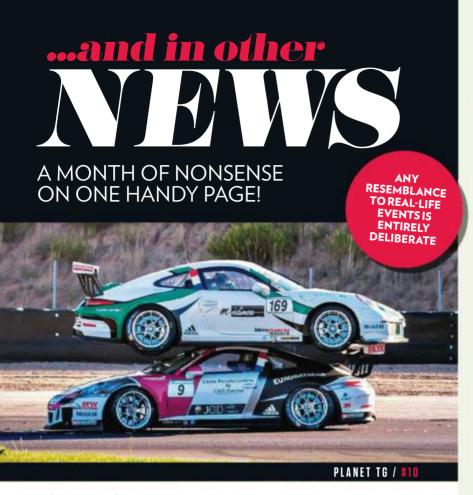












DOUBLE-DECKER

Jules Gounon and Joffrey De Narda practise their artistic parking skills during a French Carrera Cup race



Arachnophobe uses his lighter to kill a spider on his car while filling up with fuel. Manages to set petrol station alight



DIM SUM

New checkpoint on Chinese motorway filters 50 lanes into just 20. The resulting traffic jam looks like this



POLICE STING

Truck carrying millions (probably) of honeybees overturns in Oklahoma. Bees swarm attending police cars



ALL AT SEA

Aussie man decides best way to evade pursuing police cars is by driving... into the ocean, before they arrest him



"Important engineers? They've hired people we've fired. We always jokingly call Apple 'The Tesla Graveyard'."

Tesla-founder Elon Musk responds to claims that Apple is poaching his staff for its self-driving car project

"I'm driving. I think I'm on a flat tyre. This is horrible..."

Twenty-something Florida woman live-streams herself drinkdriving. Viewers call police. Police track driver and arrest her



"I'd get very close to his times, if not do identical times."

1992 champ Nigel Mansell says that, if he were driving the same car and given a few months to practise, he could match Lewis Hamilton's lap times in the Merc F1 W06



130RON

Ukrainian petrol station offers free fuel to women who turn up dressed in nothing but bikinis



MERC BERKS

To the ire of other motorists, two Merc drivers block underpass for 40 minutes in rightof-way stand-off



KEYLESS ENTRY

Burglars steal 148 sets of keys from Manchester car dealer. Dealer pays £60k to have all locks changed



DOG GONE

Drunk Florida driver flees cops, crashes, claims his dog was driving. No dog is found at the scene



STAR IN AN UNREASONABLY PRICED CAR

This month: **Pope Francis**

Car: Fiat 500L

Verdict: Ever modest he once owned a Renault 4 – the Pope shunned the familiar Popemobile on a recent US trip for the comfy rear seat of a Fiat 500L. Bold, Pope. Bold.

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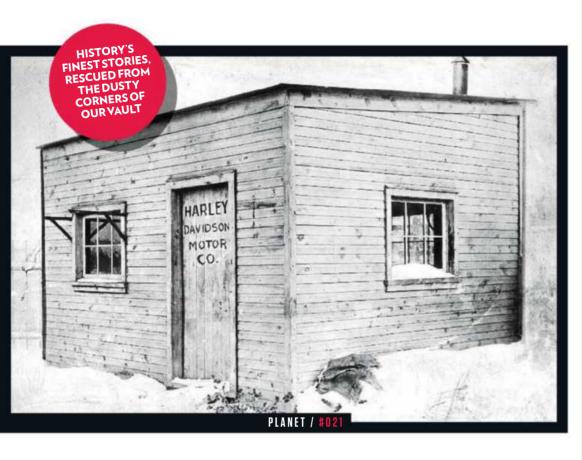




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From the TG archive

TO BUILD A HUGE BRAND, YOU NEED A VISION... AND A SHED

WORDS: DAN READ IMAGES: HARLEY-DAVIDSON ARCHIVES

One, the first motorcycle to wear the

Harley-Davidson name. They sold it to a man called Henry and cracked on with more. Soon there were dealerships, then a small factory and - in 1909 - the first V-twin with enough grunt to carry even the most well-fed American.

The company weathered World War One, just about scraped through the Great Depression, and moved into bigger and better buildings. The story goes that the original shed was dismantled and stored in the corner of a factory, until one day a tidy-minded worker threw the whole lot away during a clean-up.

Should you feel like it, you can visit a replica of the shack at Southside Harley-Davidson in Indianapolis. Although nobody knows what it really looked like inside, nor precisely where it was built, because the whole neighbourhood is now underneath a car park owned by the Miller Brewery. God bless America.

1. WHO Harley & Davidson

> 2. WHAT A shed

3. WHERE Wisconsin, USA

4 WHEN

MONTH: A HISTORY OF BREATHALYSERS

f vou were to compile a list of history's most important sheds, it

would be very short.

spot would be this one, a 10ft by 15ft

wooden shack built sometime around

Inside were two men, William S.

Harley and his mate Arthur Davidson.

frame. Unfortunately it was woefully

underpowered and so, in that very shed,

they began working on a beefier version. What they created was Serial Number

Two years earlier, Harley had invented an engine small enough to fit inside a bicycle

1903 in Milwaukee, Wisconsin.

But in the number one

Renault 5 Turbo 2 Engine: 1400cc 4cyl **Year: 1984**

THIS MONTH'S TOP LOT

n: 14 November, Silverstone Auctions stimate: £45k-£55k

Its creation spurred by Lancia's all-conquering Stratos of the mid-Seventies, the Renault 5 Turbo made production in 1980. It had a familiar engine, the 1.4-litre from the 5 Alpine – or Gordini as it was known in the UK – but boosted up to 162bhp from just 93bhp. And that engine was most certainly not in a familiar place. It sat in the middle, driving the rear wheels instead of the fronts. Built for rallying, the 5 Turbo had some success. Yet even though it was boosted up to some 350bhp with the arrival of Group B, the lack of AWD put paid to Renault's

lofty aspirations. There's something quite excellent about a humble French hatchback with steroidal bodywork and an engine where you'd normally find brie and baguettes. This one is mechanically sound but a bit rough around the edges. But we still would.









ANY RESEMBLANCE TO THE DASHBOARD OF THE E-TYPE JAGUAR IS PURELY INTENTIONAL.

Enzo Ferrari called it the most beautiful car in the world. Now two new watches pay homage to Malcolm Sayer's ground-breaking design. The Bremont MKI and MKII have been developed in partnership with Jaguar. The dials are inspired by the E-Type's tachometer and the winding weight is based on the car's iconic steering wheel. You may never own the car, but the MKI and the MKII might just be the next best thing.



TRAVEL IN STYLE. TRAVEL IN SPACE. THE NEW ŠKODA SUPERB

With its dynamic exterior design and a luxurious and spacious interior, travelling in space has never been so stylish.



skoda.co.uk

ŠKODA





Official fuel consumption in mpg (litres/100km) for the ŠKODA Superb Range: Urban 31.4 (9.0) – 62.8 (4.5), Extra Urban 45.6 (6.2) – 76.4 (3.7), Combined 39.2 (7.2) – 70.6 (4.0). CO₂ emissions for the ŠKODA Superb Range: 164 –105g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results.





This map shows the world's 10 most dangerous driving destinations according to the World Health Organisation. The figures refer to the number of fatalities per 1,000 people in a single year, rather than the total number of deaths – if it were measured that way, India would be a clear winner, although it's actually pretty goc for your health in terms of per-capita catastrophes. More worryingly, the WHO s, that by 2030 crashes will be the fifth-biggest killer of people globally, beating lut disease, diabetes and AIDS. The message? Stay safe out there, look after each other and avoid Standay drives on the Horn of Africa and August Agrica and Alles.

1. Eritrea 48.4

2. Cook Islands
45

3. Egypt **41.6**

4. Libya 40.5

5. Afghanistan 39.0

6. Iraq **38.1**

7. Niger **37.7**

8. Angola **37.7**

9. UAE **37.1**

10. The Gambia **36.6**

THE TG RANDOM NUMBER GENERATOR!

4,500

Jobs created by the UK automotive sector this year

£24.6 billion

Value of UK car exports in 2014

2.8m

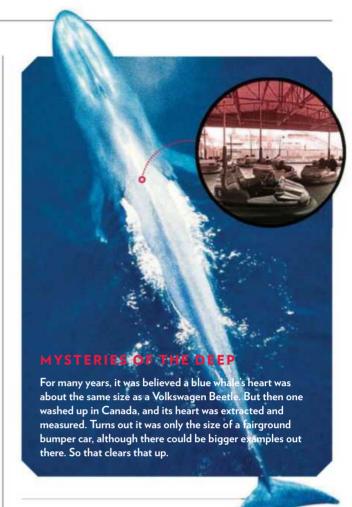
British drivers overcharged by insurance firms, for declaring expired penalty points

£25 million

Awarded to Scottish companies making biofuel from whisky waste

132,499

Speeders caught by cameras on the M1 between J15 and J19 last year



LAND OF THE FREE*

In the state of Tennessee, it is illegal to drive a car while asleep. So that rules out any dream drives in the area.

In Oregon and New Jersey, it is illegal to pump your own fuel. Instead, a forecourt attendant must do it for you.

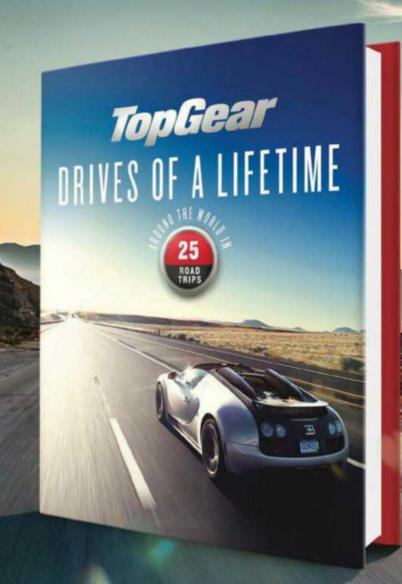
In Minnetonka, Minnesota, it is illegal for your tyres to leave "mud, dirt or sticky substances" on the road.

In Sag Harbor, New York, it is illegal to drive with your clothes off. Presumably it's OK in Pert Bay.



*Unless you drive naked on Long Island, in which case you will probably be cuffed

FROM THE TOP OF THE WORLD



TO THE BOTTOM*

(*INCLUDING THE REALLY COLD BITS WHERE YOU GET FROSTBITE)



OUT NOW



TOPGEAR: PREVENTING DISAPPOINTING PRESENTS SINCE 2015





TAMIYA MONSTER BEETLE

Children of the Eighties! Remember this? Originally released in '86, the chunky-tyred (but 2WD) Monster Beetle became an r/c classic, and now it's back, largely unchanged but with a few upgrades including new driveshafts and an electronic speed controller. £130; hobbyco.net



GARMIN DASHCAM 35

Not only do dashcams capture everyday events such as incoming meteors and Taiwanese mudslides, they're also quite good at filming all sorts of traffic dramas. This one even comes with a collision-warning system, so it's talking itself out of a job. £159.99; buy.garmin.com

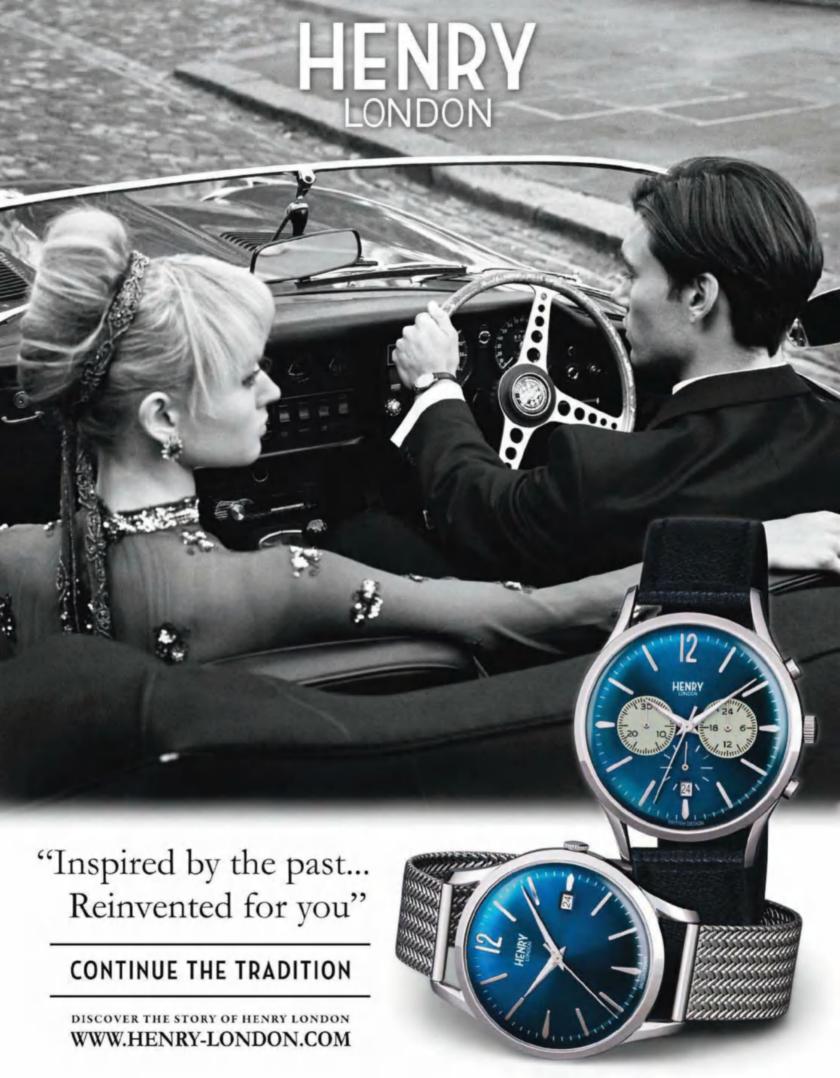


now taking orders and ships globally. From \$299

(plus shipping); infentorides.com

LEGO TECHNIC MERCEDES AROCS

The full-size Arocs is a proper slogger, of which this two-in-one Lego version does a pretty good impression. New pneumatics control the crane arm, grabber, outriggers and tipper body, and the cab even tilts to reveal a six-cylinder engine with moving pistons. £169.99; shop.lego.com









Classic timing

Eau Rouge - the fast, downhill kink at Spa is probably the best-known stretch of track in the world, and yet it isn't called Eau Rouge at all. As any Belgian tarmac enthusiast will tell you, it's actually called Raidillon, and Eau Rouge is the river that runs beneath it (although nowadays, Eau Rouge is technically recognised as the kink before the kink). You can bore people with this fact while flashing your watch of the same name. Raidillon, that is, not Eau Rouge. Clear? It's made, unsurprisingly, by a Belgian company, but uses the same Swiss automatic movement you'll find in many mid-range mechanical watches. The range includes all sorts of motorsporty influences, from racing stripes to chronographs and tachymeters. €1,750; raidillon-watches.com



GRAND SEIKO SPRING DRIVE CHRONOGRAPH GMT

Grand Seiko is the Lexus of the watch world - a reassuringly posh arm of a Japanese brand, known for its beautifully built pieces such as this GMT chronograph with its best-of-bothworlds quartz/mechanical movement and titanium/ ceramic case. £7,700 approx; seiko.co.uk



RAYMOND WEIL MAESTRO FRANK SINATRA

It's unlikely that Sinatra actually wore a Raymond Weil – the company was only founded in 1976 – but you can imagine him with tie loosened, on a desert blast to a Vegas afterparty. £975; raymond-weil.com



STOWA FLIEGER KLASSIK **SPORT 43MM**

Back in the day, Stowa was one of five suppliers of the German Luftwaffe's sturdy, second-gen of the modern version – it's grown since last year, and gained better waterproofing and shock resistance. €1,270; stowa.de











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1. Shearling lined wax parka. From Arctic explorers to the Gallagher brothers via Sixties mods, the classic fishtail parka is still going strong today. This one is waterproof with a snorkel hood and removable faux fur. £250; fredperry.com 2. Ecru chunky roll-neck jumper. If you are a weathered Hebridean fisherman, you will already have some chunky knitwear. For the rest of us, this one should do the job nicely – and it meets the approval of seasonal fashion police. £40; riverisland.com 3. Sandqvist Jordan bag. A waxed canvas – and therefore showerproof – weekend bag, with brown leather trim and handles. Also comes with removable shoulder strap. €259; sandqvist.net 4. Adidas Boost Urban Hiker Climawarm boots. With slightly springy 'boost' technology, and soles made with Continental Tyres rubber, so they should give you decent grip on slippery autumnal pavements. £120; adidas.co.uk



"The process of changing oil hasn't really changed since the dawn of motor cars," says Nexcel Chief Engineer Oliver Taylor. "It's basically the same today as it was for the Ford Model T. You unscrew the sump plug, all the hot oil spurts out, and you have to catch it in a pan. It's not particularly safe, not particularly clean, not particularly efficient."

Cars, of course, have moved on a little since the Model T of 1908. And at the top of the automotive evolutionary tree in 2015 lurks the Aston Martin Vulcan, the most extreme Aston Martin ever: a track-only, carbon fibre-clad hypercar armed with a screaming 820bhp V12. Just 24 will be built.

A car that redefines the boundaries of possibility needs an oil system that does the same. Enter Nexcel, Castrol's revolutionary new lubrication system, and probably the biggest paradigm leap in car oil since, well, ever. An 'oil change in a box', Nexcel's self-contained, sealed unit contains both oil and oil filter, making slow, mucky oil changes a thing of the past.

To change the Aston Martin Vulcan's oil and oil filter, you simply unplug the Nexcel unit from the top of the engine, and plug in a fresh unit. No

mess, no tools, no waste. Total change time? A mere 90 seconds, against the 20 minutes or so it takes a skilled technician to perform a traditional change of oil and filter. In racing terms, that's several lifetimes.

So why launch Nexcel in a car as intense and demanding as the Aston Martin Vulcan? Exactly because it's so intense and demanding, says Taylor. "Vulcan is a very extreme application, with very high oil flow rates," he explains. "It's a very stiff car, with a lot of vibrations through the oil system. Because it's a track car, you have to prepare for it being pushed to the limit in extreme conditions, and we have. We've successfully simulated crash tests up to 25g."

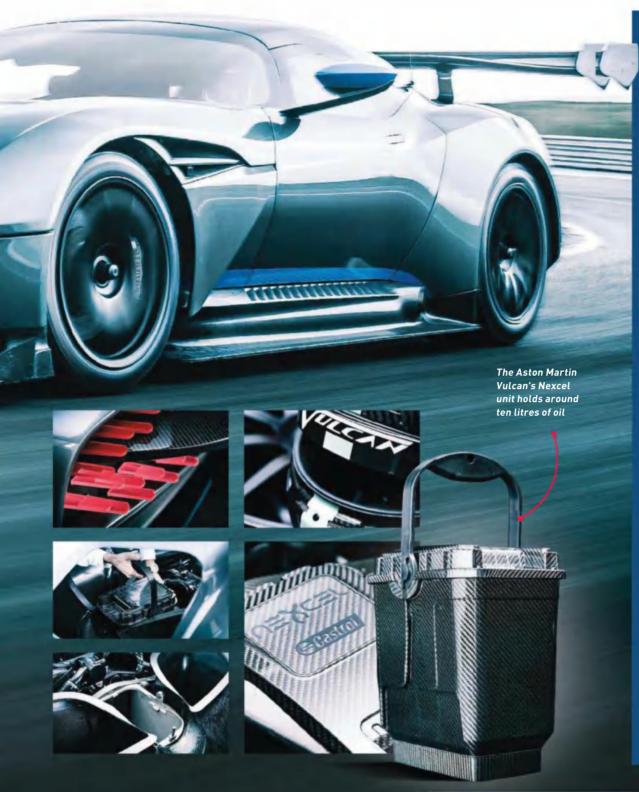
But Nexcel will reach far beyond track-only hyper-Aston Martins. "Almost every new car could have a Nexcel system," reckons Taylor, with the technology expected to find its way into road cars in the next five to ten years. Castrol has test-fitted prototype Nexcel systems into almost every size of modern vehicle, right down to the smallest city cars.

Nexcel benefits sustainability, too. Globally, only 75 per cent of used oil is recycled [Kline, 2009] – and because of the variable quality of that recovered oil, the lubricant returned is of low grade, or simply incinerated. Nexcel changes all that. After use, every unit will be collected and returned to Nexcel. After every drop of oil has been recovered, the units are cleaned, fitted with fresh filters and dispatched back into duty. Because the team know exactly what the used oil is, and what it's been up to, it can be rerefined back to 'virgin quality' stock.

Nexcel's makers are aiming to reduce tailpipe CO2 emissions in future road cars by providing just the right oil in just the right quantity for any engine. With Nexcel tech enabling a new generation of even more precise lubricants, this benefit can only grow.

"It's about innovation, about pushing the boundaries," says Taylor. If Nexcel can do it for the Aston Martin Vulcan, it can do it anywhere.





NEXCEL IN NUMBERS

90 SECONDS

Time taken to perform a complete change of oil and filter with Nexcel

20minutes

Time currently taken for a skilled technician to change oil and filter

600 litres Per minute

Tested oil flow rate of the Nexcel system, 10 to 20 times that of a normal passenger car

25g

Force of the crash test performed on the Nexcel unit. It remained safe and sealed

WHAT'S THE VULCAN LIKE TO DRIVE?

WE ASK ASTON MARTIN WORKS DRIVER DARREN TURNER

"It's not in the same sphere as a road car. Even experienced racers are blown away by the Vulcan's performance. The aero and the slick tyres are the biggest difference, and of course the power. It feels like a GT3 racer – actually, it's faster than a GT3 racer – but it has a real Aston feel. It's refined and gives you confidence. You need that when you're pushing the limits..."







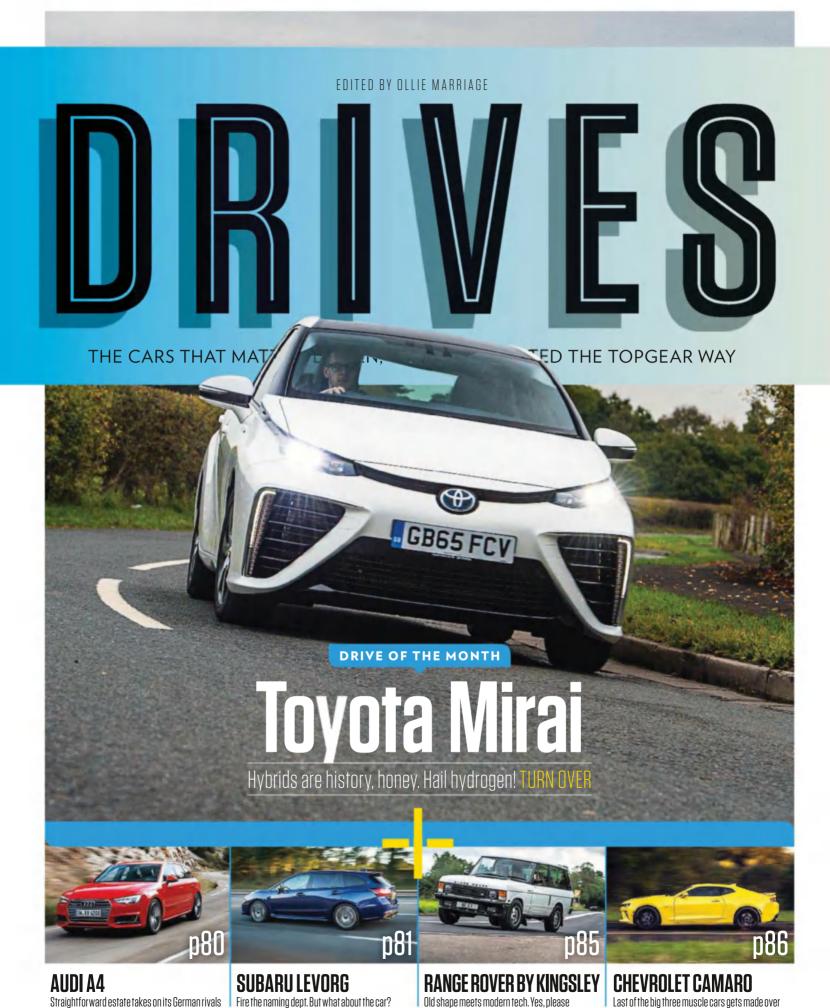
THE RACING LINE



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he future has arrived.
Quite literally, in fact,
because this is the
Toyota Mirai, and 'Mirai'
translates as 'future'

in Japanese. Beneath its conventional four-door family saloon clothes it's quite the trailblazer – a hydrogen-fuel-cell-powered mass-production car that paves the way for a zero-emissions, hydrogenenergy-based society. Sorry if you were expecting hovering bubble cars and tinfoil boiler suits.

It's not the very first, of course – there's already a £53k Hyundai ix35 Fuel Cell on sale – but it still represents a sizeable wager from Toyota. There are just three filling

stations in the UK capable of delivering hydrogen at the requisite 700bar – in Heathrow, Hendon and Swindon. By early 2016 there will be three more (two in the London area, another in Sheffield), and 16 dotted around by the end of 2016. The long-term goal is 65 by 2020.

As usual, it's the Germans who have got their act together the quickest with 50 stations by 2016, and 400 planned by 2023. Still, it's a surprise to find myself standing in the driving rain at a filling station stunned by the familiarity of it all.

Filling up the Mirai's twin carbon-fibre tanks with 5kg of compressed hydrogen is exactly like filling up with unleaded – it takes three minutes and unlocks a range of



IN DETAIL



Some say a screen for the climate control is overkill. We disagree



Electric motor and control electronics live under the bonnet



Accumulated water released on demand or automatically

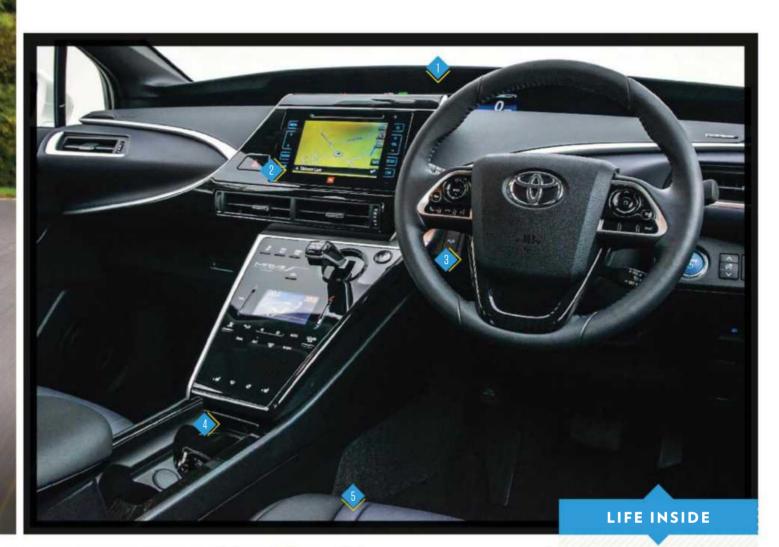
about 340 miles. That's further between fill-ups than a Tesla Model S and quicker too – even using a Tesla Supercharger point requires 30 minutes to charge up just 80 per cent of its battery.

And it's that sense of unexpected normality that infuses throughout the whole car. It behaves just like any other large EV – and a well-resolved one at that. The big difference here is that instead of extracting your electricity from the grid, you have a mini hydrogen-powered fuel station on board.

The fuel-cell stack (now 43 per cent smaller, 48 per cent lighter and 26 per cent more powerful than the system Toyota showcased in the 2008 FCV-R concept) is made up from a series of cells. In each one, pressurised hydrogen (H_2) is delivered to a negative electrode. This releases electrons that flow to the positive electrode, where it meets oxygen (O_2) from the atmosphere to form the only waste product – water (H_2O) – seven litres of the stuff for every 100km you drive.

It's this movement of electrons from one electrode to the other that produces the electricity used to drive a front-mounted 152bhp electric motor. Any excess energy from regenerative braking and the fuel stack is stored in a battery and deployed when the motor needs an extra boost. Extend your right ankle,







and with 247lb ft of torque from zero rpm it takes off instantly, making it properly satisfying to drive in stop-start traffic. The 0–62mph time of 9.6secs and top speed of 111mph aren't too shabby either, and thanks to a single gear ratio (instead of the Prius's infuriating CVT), the slick, linear power delivery is enough to make you crack a smile.

There's a familiar EV whine to proceedings, but that's overladen with a noise I can only describe as someone vacuuming downstairs when you're up in your bedroom. Really, there's no need to venture from the default driving mode, but should you feel compelled there's an Eco button that numbs performance to save



HYUNDAI ix35 FUEL CELL

Slightly cheaper, slightly taller, but can't match the Mirai's performance or range

VERDICT

Proof that fuel cells are ready for the mainstream. Shame about the price and lack of pumps.

7/10

fuel, and another labelled Sport if you're a big fan of understeer.

On skinny, friction-reducing tyres, lateral grip isn't the Mirai's strong point, but then why would it be? Lock up your leaden-foot tendencies, keep things smooth and calm, and it's a swift and comfortable way to get around. At motorway speeds, the interior is cathedral quiet – you'll appreciate that when you're trying to get some kip in the back of an Uber a decade from now.

Clearly those twitching to drop £66,000 on a stylish coupe aren't about to be seduced by the Mirai's oddball looks, but I will say this: it looks a bit different because it is a bit different, and the ugly stick hasn't hurt Prius sales, has it? Step inside and the quality is Lexus-esque – touch-sensitive black panels control the three separate screens, while leather sections on the dash are wrapped in the same soft hide as the seats. And because you have to pay through the nose for it, there's only one lofty trim level with everything thrown in.

Given there's a hydrogen tank under the rear seat, lanky passengers are almost certain to complain about a lack of leg- and headroom, and the 361-litre boot is a bit on the small side due to the battery pack Top screen shows graphic of energy flow in the powertrain, bit like the Prius

Flush-fitting central touchscreen for all your infotainment needs

H₂O button allows you to vent your waste water. OK, the car's not yours...

Wireless phone charger in the centre console. Only compatible with Qi phones

Seats are designed for comfort not speed and are wrapped in high-grade leather

sandwiched between it and the rear bench. But these compromises pale into insignificance when we come to the price: £66,000 (not including the government's £5,000 grant), the reason Toyota only expects to sell between 50 and 100 of them a year in Europe. Toyota UK is softening the blow by offering a £750pcm lease deal, which includes servicing, tyres and all the hydrogen your car can inhale. If you can find anywhere to fill it up, that is...



hrowing some shapes in the new Lexus GS F – a 471bhp rear-wheel-drive Japanese muscle car – is far harder than it should be. And it's nothing to do with the human behind the wheel – it's the engine. Honest.

Unlike its three, rather formidable and highly turbocharged enemies - the 552bhp BMW M5, 552bhp Audi RS6 and 577bhp Mercedes E63 AMG S - it employs a 471bhp 5.0-litre naturally aspirated V8, the same V8 as the smaller RC F Coupe, in fact. These days, that leaves it some way off the pace. Crucially, though, its rivals all produce maximum torque at around 1,500rpm, while the GS makes 391lb ft between 4,800rpm and 5,600rpm and maximum power at a lofty 7,100rpm, just 200rpm before it hits the limiter. So, getting the rear end to break away requires many revs and some frankly serious commitment.

There are those who will say this is how a highly strung performance engine should be, and they have a point. But in reality, a large performance saloon spends most of its time dawdling. In the lower reaches of the rev range the GS F just feels



flat and sluggish, whereas a turbocharged V8 is always poised to deliver the next wallop of acceleration.

It's not all doom and gloom, though – a mute, lifeless engine at low revs means
Lexus's quiet and supple waftability is
well and truly intact when you keep things
calm. Toggle through the driving modes to
Sport + (via Normal, Eco and Sport), open
the taps and the soundtrack is fruitier





THE RIVAL



MERCEDES E63 AMG

Hooligan Merc makes the GSF look like a saint by comparison

VERDICT

A great drive in isolation, but lacking when you bring in the big German three.

6/10

(and faker) than you might expect, courtesy of front and rear speakers that pump out a cacophony of soundwaves as the engine kicks beyond 6,000rpm.

Lexus decided not to let us anywhere near a racetrack during our two days with the car - no doubt burned by the frosty reaction to the RC F's circuit skills claiming public tarmac is where this car belongs. The electric steering weights up a fraction in Sport+, and although lacking in any meaningful feedback it's sharp enough, requiring precise flicks not twirling of the arms. The decision to fit fixed-rate dampers seems an odd one at first, given the GSF is so techheavy elsewhere, but soon wins you over with its well-pitched trade-off between low-speed comfort and resistance to roll. The gearbox, on the other hand, is mildly angering given its ability to deploy lightning upshifts, then slur and jolt on the way down.

A mixed bag, then, but one simple fact remains. While 0–62mph in 4.6 seconds and a 168mph top speed is fast, it's not fast enough. It's entertaining, but not thrilling. In a world where saloons can outpace supercars, the GS F is destined to be a footnote. Now, can the Americans do any better?

SPECS 🧼 👄 4969cc V8, RWD, 471bhp, 391lb ft 🕥 25.0mpg, 262 g/km CO₂ 🍣 0–62mph in 4.6secs, 168mph 🐧 1830kg 📵 £69,995









f the GS F's lack of firepower leaves you underwhelmed, may I introduce the antidote. By greasing the sides and shoehorning in the 6.2-litre supercharged V8 from the Corvette ZO6, the third-generation Cadillac CTS-V is officially the daddy of supersaloons. You can now buy one

in the UK for £75k, if you don't mind

the steering wheel on the wrong side.
First the numbers, because with 640bhp and 631lb ft of torque it doesn't just outmuscle the M5, RS7, E63 and GS F, it grinds them up like chuck steak. By the time it hits 62mph in 3.7 seconds the M5 is 0.6 seconds behind and the four-wheel-drive RS7 trailing by 0.2, but even that can't convey the ferocity with which this engine kicks. At one point I tickled 175mph on the autobahn, and, believe me, the gap in traffic wasn't that big and I'm not that brave. It's relentless.

And yet this isn't the point-and-squirt Yank tank you might expect. As in the latest Corvette, there's technology here to keep the Germans on their toes. Such as adaptive dampers, an electronic









VERDICT

No righthand drive and a single UK dealer are issues, but with this power, who cares?

8/1

controlled diff, Brembo brakes (steel, not carbon) and bespoke Michelin Pilot Super Sport tyres. Our only complaint is an exhaust note that's drowned out by the supercharger's whine – it could do with some of the Corvette's chest hair.

On the road, it handles with an alacrity that belies its size. OK, so the steering is a bit wooden, despite having a satisfying heft to it, but for a big car the front end clings on admirably while the rear can be steered with your right foot. Plus, stick to the most pliant Tour driving mode (there's also Sport and Track when you want to dial it up) and, while it doesn't quite have the GS F's waft-factor, it can still cruise like an American car should.

But whereas the Lexus backs up its docile side with only mild lunacy, the CTS-V should really be sectioned. What you're buying here is a supercar in a business suit. It's a mad concept when you think about it, and the Caddy is the maddest of them all.



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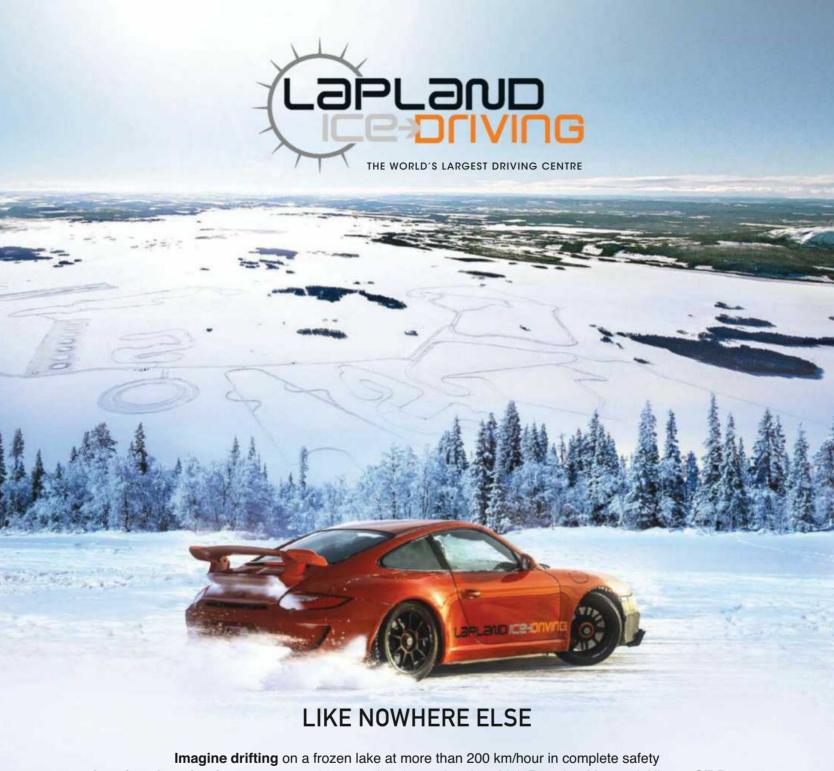
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P

eugeot and hot hatches. Not a massively consistent combination, but lately things have been looking up: the RCZ R was the

warning shot, the 208 GTI 30th Anniversary the first proper evidence. Now we find three red letters stuck on the back of the 308, making it Peugeot's first family-sized hatch to wear the GTI badge since the fabled 306 GTi-6. Tough brief – that thing was mega.

After the 307's wilderness years, it's welcome news, but the rest of the badge reads 270 and, well, 268bhp is pretty much entry-level hot-hatch power today. There's a 247bhp version, too, but who's going to want that when there's a 306bhp Civic out there and a 345bhp Focus on the way? Still, if you like your hot hatch subtle, the 308 GTI 270 is a paragon of red pinstriped restraint when parked alongside its more overt, bewinged rivals.

That, say the people at Peugeot Sport, isn't a problem. No, the 308 GTI 270 isn't about the numbers or showy looks, it's about agility and poise. The power comes from Peugeot's familiar turbocharged 1.6-litre engine, which is eager and smooth, punching with real authority in a class more usually featuring 2.0-litre units.



There are two outputs
- 247 and 268bhp. But
only one real choice...



Another GTI that trades on everyday ability and class over outright power

VERDICT

Not enough excitement in a class that contains the Civic Type R and Leon Cupra.

7/10

It will reach 62mph in six seconds and even sounds OK. The six-speed manual gearshift is accurate enough, if lacking the mechanical precision and speed of the class-leaders, and the brakes never run out of answers, despite some hard use.

Assisting agility is a Torsen differential, something the lower-output GTI doesn't get. Another reason you don't want that model, in other words. The diff is undeniably impressive, working very well with the chassis changes – softer front anti-roll bar, stiffer rear, lower ride height and GTI-specific spring rates – to achieve exactly what Peugeot was after. The 270 rides impeccably for a hot hatch and turns with real conviction – all of which make it a shame, then, that the steering isn't more informative and weighty, or the wheel properly sized and shaped.

So here's the nub: it's a great Peugeot and a good GTI, but the class has moved on quite a bit recently. You might justifiably choose it over a Golf GTI, but it struggles among feistier, more interesting and engaging rivals, of which there are plenty.

DRIVES



Skoda Octavia vRS 230

BY TOM HARRISO



koda has done some things to the Octavia vRS to make it better. It didn't need to,

but it has anyway.

Headlining is the VAQ limited-slip diff, which has been available for some time on the Golf GTI as part of the optional Performance Pack. Skoda's ramped up the power by a broadly unnoticeable 10bhp, too, by fiddling with the ECU and fitting a new exhaust system. The other changes are cosmetic (bigger wheels, et cetera), and blessedly subtle ones at that. You might even mistake it for a diesel.

The diff may gift the 230 a smidge more mechanical traction, but the – admittedly few – problems that befall the base car remain. The steering rack is new, to account for the diff, and it's pointy but still not massively feelsome. And the chassis isn't the most engaging thing, either. It's all a bit sensible, but still immensely capable as a workaday road car and quick enough to keep you interested. And as an Octavia, it's practical, nicely made and rather comfy.

We'd take a 230 over a standard vRS, no question. You get enough extra kit as standard to justify your additional £2,970, and that's not even counting the diff...

VERDICT: Probably the car the vRS should always have been. A Golf GTI with bells on.

SPECS

1984cc, 4cyl turbo, 227bhp, 258lb ft
44.8mpg, 143g/km CO₂

9 0–62mph in 6.9secs, 152mph

1367kg

136/Kg 136/Kg



A

pparently, there are still people out there who'd like a posh badge, seating for five, a big boot and maybe some four-wheel drive,

but don't want to sit up on a high chair in a crossover. Assuming they're not the least bit interested in a rewarding drive, Audi has just built their ideal car.

The new A4 Avant is still not, by estate-car standards, vast. Sure, it fulfils the brief to beat the older cars in its segment for capacity – neither the Mercedes C-Class Estate nor BMW's 3-Series Touring can offer over 500 litres of seats-up stowage, but the Audi does: 505 in bus mode or a not-quite-flat 1,510 litres in van guise. A Skoda Superb Estate or VW Golf Estate will swallow hundreds more litres for thousands fewer pounds, but you'd hardly call the Avant pokey. The tailgate opening is wide, the wheelarch intrusions modest, and you can have a hands-free boot door that heeds a kick under the rear bumper.

It's vast in the back for passengers, anyway – easily the most spacious among its German rivals, if you're too much of a badge-phobe to consider the limo-like Skoda – and all five of you will appreciate







just what a triumph this cabin is. Yes, we've seen the (£450) virtual dials in the TT, and you'll recognise the dash design from the Q7. It's becoming mainstream, but the quality remains peerless, and Audi is very clever at making the environment feel minimalist without simple radio or aircon operation becoming a pain.

But what makes this a very pleasant environment to trudge many miles in is the peace. Audi is really hot on this now. The Q7 was a shot across the bows of Mercedes and BMW, and the A4 ups the ante – it whispers along. Don't bother with the £750 B&O hi-fi – there's so little engine, wind and road noise to drown out. Rides smartly too.

What you won't have, predictably, is fun. The Avant has shaved around 130kg off its predecessor's waist, but beyond secure grip and accurate steering, it's no entertainer. Not even when equipped with the gruntiest engine available. But Audi doesn't claim it to be, so that's fine, really. Want a driver's estate? It's still BMW's manor. But Audi's A4 now has its own USP.

VERDICT

Avoid options that claim to enhance the drive. The A4's talents lie elsewhere.

7/10





Nissan Leaf 30kWh

RV STEPHEN DORLL

t may look no different, but this is a new Leaf. Evolution has actually been ongoing in the five years since the EV's arrival: it's far better to drive than it was at launch, for instance, riding and handling with an easy-going suppleness that befits its whirringly quiet, relaxing demeanour.

This 2016 model year update is notable, though. There's more smartphone-like media, which in time will take Tesla-like upgrades. But most importantly there's a new 30kWh battery. It's no bigger physically, but it endows the world's best-selling electric car with a theoretical range of 155 miles, a 26 per cent improvement on before.

It's a £1,600 option, and the less capacious 24kWh battery (and its 124-mile range) continues to kick off the range at £20,790. It's all about perception, though: nigh-on all buyers in the Golf and Focus class cover fewer than 100 miles a day, but an extra 31 miles of wiggle room chisels away at range anxiety yet further.

And what an opportune time to launch a more liveable Leaf. More than 200,000 have been sold since 2010, with each year yielding higher sales than the last. With some of its diesel rivals in the doghouse, that can only keep going.

VERDICT: Ignore the same-again looks. Extra range makes the Leaf more usable than ever.

SPECS

AC motor, FWD, 109bhp, 187lbft
Og/kmCO₂, 155-mile range

0–62mph in 11.5secs, 87mph

(6) 1516kg

6 £24,490 (incl. govt grant)



hought Subarus were just for farmers and wannabe rallvists? You're wrong: they're increasingly aimed at lovers of laboured

wordplay. Following the Boxer Rear-drive Zenith (the BRZ) comes the Legacy Revolution Touring. Or Levorg. Obviously.

It's a special name for a specialist car, which snubs the modern personalisation trend, offering buyers just one engine, one gearbox and one spec level. To alienate itself even further, those are respectively petrol, CVT and packed-to-the-rafters GT trim. For the mass market this is not.

But Subaru is happy that way, claiming it's more comfortable satisfying 100 per cent of a very slim market (500 a year, it reckons) than a negligible sliver of the mainstream. The market in question? Buyers of performance Subaru Legacys - such as the Spec B of a decade ago unable to replace their prized possession.

The first two letters of its frankly daft name mislead, though; it may be Legacy in spirit, but underneath sit the oily bits of the smaller WRX STi saloon. The wick has been turned down, though; a 168bhp 1.6-litre turbo four provides the power, while there's a less flamboyant fourwheel-drive system without a manually adjustable differential.



About as niche as cars get. But daft name aside, there's plenty to like.



Nevertheless, this is a car that's dynamically sharp. Its electric steering is better than that of Audi S cars, and its suspension does a better job of smoothing out broken B-roads too. The grip feels unbreakable, and you can carry unseemly speed through corners, making it a shame the AWD isn't up for more of a laugh.

The gearbox is also a sticking point. It's better than the droning CVTs you'll find elsewhere, while its notional six gears genuinely encourage some tugging of the paddles. But it's simply not as engaging as a conventional auto or, better, a manual. It also smothers any chance of really uncovering the engine's character, which feels smooth but short of any urgency.

Far from being hamstrung, though, the Levorg is quite satisfying, and you could take some unsuspecting scalps on a twisty road. The rest of the car is age-old Subaru: short on glamour, but well built. There's also more bootspace than in a Volvo V60 and it'll tow 1.5 tonnes. It'll satisfy existing fans, then, but not tempt newcomers to the brand. Or fans of slickly executed names...

So, what else is new?



Smart ForTwo auto

WHAT SHOULD I KNOW?

Until the MkIII, Merc's tiddler had always been auto only. And horrendously jerky it was, too. A manual 'box now comes as standard, but there's a 6spd twin-clutch for £995 more. If your Smart never leaves a city, it ought to make sense.

SHOULD I CARE?

It's an improvement on the Smart auto of old, but then being towed along by a three-legged donkey was likely smoother, too. Ignore the pointless Sport mode and with smooth throttle use, gearchanges are broadly well executed. But it's strangely reluctant to kickdown and isn't alert enough when pulling out of junctions. We'd stay manual.



Mercedes GLE 450 Coupe

WHAT SHOULD I KNOW?

If you can't afford the £96k invitation to the V8 GLE 63, or bring yourself to accept the 457lb ft, 39mpg delights of the GLE 350 diesel, this £62,800 3.0-litre bi-turbo petrol V6, good for 362bhp and 0–62 in 5.7secs, is your only option.

SHOULD I CARE?

Almost certainly not. Yes, it's a stonking engine, with outrageous overrun fireworks on cue and enough torque to paper over the cracks in the 9spd gearbox's manners, but in a car this obese, it's wasted. This GLE Coupe is ungainly, doesn't stop and feels alarmingly top-heavy. Get a diesel Cayenne – or wait until June for a '450 AMG' C-Class instead.



Our favourite Aussie expat supersaloon now has an auto. But unlike posher German rivals, it's not a trendy doubleclutchers but an old-school 6spd torque-converter.

SHOULD I CARE?

If you're a fan of cheap thrills, yes. The lack of a third pedal, and a hefty 577bhp 6.2-litre supercharged V8, makes unnecessary tyre torture even easier than before. But the brash and hilariously squirmy VXR8 preaches to people who want their kicks to be analogue and from the left field. So we'd opt for the stick, save £1,725 from the auto list price... then immediately spend it on tyres and fuel.









STORIES 2015



For those in the know, tyres have long been more than just round and made of rubber, but the real benefits of MICHELIN Pilot Sport are truly a black art

n January, Michelin will launch the latest version of a tyre that has become the weapon of choice for many of the world's leading motor manufacturers and petrolheads alike. Pilot Sport 4 is all set to continue a pattern that began with the original Pilot Sport, back in 2001, becoming

standard issue on some of the most powerful sports and performance cars in the world (and the natural choice for anyone who loves driving). It's not hard to understand why. Pilot Sport has always provided drivers with the opportunity to make the most of their car's performance and this fourth generation version takes the philosophy to another level.

It is the perfect, high-performance example of Michelin's commitment to producing the very best all round tyres possible, hardly a surprise from the tyre maker that has won Le Mans every year since 1997.

So just how does Pilot Sport 4 move Michelin's best-selling performance tyre even further forward?

> STEERING CONTROL

Michelin's latest Dynamic Response technology improves the precise steering feel of Pilot Sport still further. The use of a 'hybrid' aramid and nylon belt helps transfer crucial steering inputs into the most positive changes of direction on the road.



> ROADHOLDING

Pilot Sport 4's tread pattern adapts continuously, optimising the all-important contact patch at all times and making this latest Michelin tyre ultra-reactive to changing road conditions.



> IN THE WET

The latest compound used in Pilot Sport 4 includes a unique blend of 'functional elastomers' and silica. Together with deep, wide directional grooves it is a combination that provides exceptional grip, braking and water dispersal in the wettest of driving conditions.

LONGEVITY



There is more to Michelin's remarkable record of race and rally success than a cabinet full of trophies. Multiple victories at Le Mans, and in the World Rally Championship, are the glittering extremes of a relentless R&D programme that serves a singular purpose: the pursuit of Total Performance. It's about more than just speed and handling, it's about reduced rolling resistance and lower levels of wear, too. Achieving this across the entire Pilot Sport range — not just Pilot Sport 4 — is the real art of what Michelin does

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TG'S ONE MINUTE EXPERT

Got 60 seconds spare? Read these



VW POLO 1.0 BLUEMOTION

 Cannily timed as VW's diesel empire implodes, this is its first petrol Polo Bluemotion. The Polo gains a 1.0litre turbo petrol, good for 94bhp and 94g/km CO₂.

• No DSG version here, but the 5spd manual is a delight, and for an eco special, 10.5secs to 62mph and a 119mph top are more than adequate. • The petrol's
68.9mpg pales next
to the TDI Blue's
91mpg, but unless
you're mainly a
motorway-muncher
the petrol is far
preferable.

• It's £1,065 cheaper than the diesel. But, it's worth remembering a more chuckable Fiesta EcoBoost is £535 cheaper, and still ducks under 100g/km CO2.

Engine 998cc 3cyl turbo, FWD, 94bhp, 160lb ft Performance 68.9mpg, 94g/km CO₂, 0-62mph in 10.5secs, 119mph Weight 1111kg Price £14,730



DS4

• Let's get this straight. This premium-coupehatch-crossover-thing isn't a Citroen anymore – it's a DS, making this facelifted Citroen DS4 simply the DS[space]4.

• There's a new variant called the Crossback. It adds 30 mm of ride height and some crossover styling to the already rather lofty 4.

• There is some new tech on offer inside, plus some new engines and more styling options. Not forgetting the new DS corporate face.

• Sensible money buys diesel, not the 207 bhp turbo petrol we tried. The 177 bhp 2.0-litre could be more refined but is at least torquey and flexible.

Engine 1598cc, 4cyl, FWD, 207bhp, 210lb ft Performance 47.9mpg, 138g/km CO₂, 0-62mph in 7.8secs, 146mph Weight 1313kg Price £22,995





his is not a Range Rover Classic. Well, it is, but only in the same way that a Singer is a Porsche. It's a restomod, albeit one

that leans more to the restoration, rather than modification, side.

You take your old Range Rover to Kingsley Cars, or let the firm source one for you, and it sets to work, making the car a) better than it was when it first left the factory, and b) more aligned with modern concepts of speed, handling and braking.

It's a complete strip-down job, body separated from chassis, every trace of rust and rot eradicated, extra suspension-mounting points if required, thicker antiroll bars, new steering rack and brakes, a bored-out 4.8-litre V8, retrimmed interior, new headlights... the list goes on. Basically, you can have done as much or as little as you like and the price will vary accordingly.

This one has had quite a bit done, 2,000 hours of work, but wherever you look, no matter how deep you probe, you can tell it's been done by genuine enthusiasts with expert skills and a sympathetic eye.

It looks spot on, the wider tracks toughening up the stance, and from inside the view is unusually unimpeded. The bonnet seems to be at knee level, the A-pillars are pipe cleaners and, well, it's all pretty outdated. And the driving position... curious. It's how things were, and means the whole car feels substantially different from anything modern. That's refreshing, but I reckon at the very least you'd eventually crave a proper gearbox (the old four-speed auto is a proper slur-o-matic).







VERDICT

Don't go thinking it's still a period driving experience, though. It's refined, the big tyres and well-set-up dampers mean the ride is better than many modern SUVs', and those suspension modifications have tidied up the body control no end. The steering is remarkably direct (almost pointy), and it corners with grip and far more poise than it ever had when new. I had confidence in the handling. Hadn't expected that.

This is a car you could drive every day if you so chose. You'd drive it for the noise alone. The V8 is the sort of lazy, rumbling, burbling motor that makes you smile and laugh and not care a jot about the abysmal fuel economy. It's a feel-good car this, and it's hard to put a value on that.



Q&A

Chevy Camaro

The bowtie muscle car reignites the IIS muscle-car war by pat devereux

Is this...?

The new 2016 Camaro? Yes it is. It's the last of the big three muscle cars to get a full makeover, and Chevrolet has done a very thorough job on it.

But it still looks the same.

The design is the one thing Chevy hasn't changed much. And why would it? That high-sided, narrow-screened techno origami styling is now a trademark of the Camaro. The A-pillars are now a bit thinner and the cowl a little lower, so you can see out of it a bit better than before. But it still ain't easy.

Right. Styling wasn't the problem, was it? No. It's always looked cool. It was everything else that needed work - the weight, the interior quality and layout, the controls. the handling... And to be fair to Chevy, it knew that, too. So it has completely redone the entire car inside and out.

What are the headline facts and figures?

Model for model, the car has lost in the region of 130kg, thanks to a new matrix of modular architecture that targets key areas for specific attention. As a result, it reacts faster and more faithfully to inputs and has shed that feeling that it's dragging a bag of wet cement behind it. Imagine driving your car with two passengers in it, then driving it again when they've all got out. That's the difference here.

So it's been on a diet. Is there more POWER, too?

Of course. But you have to look towards the top of the engine line-up to find it. A 275bhp turbo 4cyl unit - from the Cadillac ATS has been added at the base of the range, which is followed by a revised 335bhp V6



and topped by the 455bhp LT1 V8 as seen in the Corvette Stingray and new CTS-V.

Less weight, more power - that sounds promising.

It's more than just a promise. With gadgets like optional active damping and exhaust valves, the new Camaro is more of a sports car than a big-engined rear-drive muscle car. This is good if you want a guick car with muscle-car looks – but less good if you want an authentically raw, light-'em-up, Detroit pony car. For that, the only place to go now is the Dodge Challenger Hellcat.





Which would you choose?

The Camaro is now the more efficient, betterhandling choice, closer to the Mustang. But for sheer hooligan driving fun - not the best handling or manners - the Dodge is our pick right now. Until the new ZL1 and Z28 appear. Then we might have to change our view.

SPECS

- 3600cc V6. RWD. 335bhp. 284lb ft
- 25.0mpg, n/a g/km CO₂
- 🍩 0–62mph in 5.1secs, 155mph
- 1560kg
- \$25,700





Porsche 911 Targa GTS

VERDICT

Lighter, more

powerful and

better-handling.

The base cars

are now more

than just styling

exercises.

Launched in 2010 at the very end of the 997 era, it was a Carrera turned up to 11: uprated suspension, more power, wider rear track. It drove like a dream.

The new GTS is a rather broader proposition, especially in half-convertible Targa guise. Not that it's a bad driver's car by any means, just a less focused offering than the old GTS. This is, effectively, a gussied-up Carrera 4S Targa, with plenty of juicy

options and a chunky pricetag to match. It's actually slightly softer than a RWD Carrera coupe, at least in part to deal with the 200-odd extra kilos it carries.

So this is no track monster, rather a very smart, chilled iteration of a 911. You need to work the flat-six hard, wind it up past 5,500rpm to get it singing, but it's a cracker when you do. The GTS sounds lovely, and works in just about any conditions, but it's not the rare gem of old. Want a targa with teeth? Try the Corvette.

3800cc, 6cyl, 4WD, 424bhp, 324lb ft 📵 30.7mpg, 214g/km CO₂ 🌑 0-62mph in 4.3secs, 187mph 🐧 1650kg 🕒 £107,202



Ford S-Max 🗷 Citroen C4 Grand Picasso

Meet the MPVs made for Daddy Cool. Can Ford usurp TG's fave? BY OLLIE KEW



Steady. The S-Max is the seven-seater that made MPVs desirable(ish). Awkwardly, that leaves the Mkll a tricky line to tread: growing up without losing sparkle. The styling is very corporate (and the trademark gills are gone), but Ford has heaped on the tech, and borrowed Mondeo chassis bits.

AAH, MPVs. GIVEN UP ON LIFE? Think the French are best at cheap superminis? Alors: this is the nation that invented MPVs. In the space vacated by the not-for-Brits Espace, the Grand Picasso now struts around brandishing funky detailing, clean engines and clever seats. This range-topper is £2.9k less than the Ford.

Like the S-Max's underpants, it's all Mondeo-y inside. So this £450 touchscreen is cluttered, and there's way too much going on in the dials. Build feels reassuringly Germanic, so do your worst, kids. It's high quality, low flair. Enter Picasso...

ANY TREATS FOR THE ADULTS? The Frenchie pegs Ford for plushness, but it's far more welcoming too. There's concept car-aping textured trim, cool metal flourishes, and enough glass to shame the Louvre. Love its 12in main display, hate the slow, idiotic 7in touchscreen.

The S-Max just holds onto its reputation for being more fun than it strictly needs to be. Its controls have an oilier heft and slickness than the C4's, and it hangs on harder if you're brutal, which is odd given how much heavier it feels (it isn't). Watch out for the choppy low-speed ride: it's happier out of town.

HANG ON, KIDS - IT'S A B-ROAD... You'd never guess, but the Picasso is no pudding. If anything, its sweet BlueHDi diesel is superior to the Ford's motor. More responsive, just as swift, and real-world frugal. Pity the clunky gearbox is a real turkey, and the car accelerates and rides more noisily. But it feels light, eager and almost agile.



Most irksome in an otherwise clever cabin are the bizarrely inaccessible ISOFIX points, tucked out of reach in tightly stuffed leather. Visibility is also beaten by the Citroen's. Seats are a doddle to flip, though, and there's huge space and storage.

WHERE ARE THE UTILITY CLANGERS?

Even this top-spec Picasso doesn't get electrically droppable rear seats (which the Ford does), but in fairness they're just as easy to stow manually. Oddly hard seats aren't as comfy as the Ford's, but that's about it. It's a lovely, cavernous space.



VERDICT

FOR Still the best large MPV to drive, though the gap has closed. Cabin miles more sophisticated than before.

AGAINST Uppity ride about town, dour interior ambience. Options make it pricey too.

VERDICT Very good, but a touch too conservative.

7/10

4796mm

FOR Fabulous design flair both inside and out, without compromising usefulness. Great engine.

AGAINST Feels more of a van to drive than the car-like ford. And the touchscreen is dire.

VERDICT An MPV you could enjoy living with. It wins by a nose.

8/11

距 1997cc, 4cyl TD, FWD, 178bhp, 295lb ft 🔘 52.3mpg, 139g/km CO,

🍣 0–62mph in 9.5secs, 129mph 🐧 1734kg 🜓 £29,995 (£36,320 as tested)

FORZA 6 MOTORSPORT 6 MOTORSPORT TOPGEAR

Some say his cookie policy involves baking, and that he keeps his mouse in a small box. all we know is...

He's not The Stig, he's The Stig's digital cousin

After diagnostic tests and some extensive probing, he's been found to be identical to the real Stig in every way... except for one: there's a glitch in his code, which makes it possible for mere mortals to beat him.

In Forza Motorsport 6 that's exactly what you'll attempt, as you race him one-on-one in many locations, from the tricky turns of the Nürburgring to the Bernese Alps where mountain dogs come from. To make things fair you will be in identical cars, and you'll unlock a slightly better one each time you win.

The list includes the mighty Lamborghini Hurácan, the faintly exotic Alfa Romeo 4C and the drifty BMW M4 – just a few of the more than 460 shiny new cars in the game, complete with working cockpits and full

damage potential. There are 26 places to race, spread across the world, all of which come with added drizzle thanks to a new wet race mode.

Of course, nowhere looks as good on a damp Wednesday morning as the TopGear Track at Dunsfold. In Forza 6, it plays host to loads more TopGear Challenges, some of which are highly intellectual, such as the one where you use cars to knock over some bowling pins while going as sideways as possible.

Or perhaps you prefer the wind in your hair and the bees in your face, in which case you'll enjoy the Top Gear Track Day Masters, featuring the BAC Mono, KTM X-Bow and other cars weighing less than a ham sandwich. Some don't even have windscreens or windows, and although you can drive them on the road,

the only place you should end up is at the track. Just as well Dunsfold is available in a handy digital format, eh?

It's also the setting for the Power Lap Masters, featuring the fastest cars ever to have lapped the Top Gear track, from the borderline supersonic Nissan GT-R Black Edition, to the slidey, slightly ballistic Jaguar F Type R. In this challenge, you can choose from the best of them, and race the rest around the track.

But it's not all about the sparkly new stuff. In the Underdog Challenge you can race weather-beaten old hot rods and pickups on the world's greatest circuits, and in the Passing Challenge you'll see how slow a Land Rover Defender really is, especially when you're in hot pursuit in a modern Range Rover Sport...







McLaren's "entry-level" sports car has arrived. Time to hit the road in the £143,250, 562bhp, 204mph, overtly orange 570S

WORDS: OLLIE MARRIAGE / PHOTOGRAPHY: MARK FAGELSON



et's open with something startling: the McLaren 570S is as fast as the fabled McLaren F1. And this, let's not forget, is the firm's entry-level car. An entry-level car that hits 100mph in 6.3 seconds.

Only it doesn't. It's faster. More on that later. Nevertheless, claiming F1-matching acceleration times is not a coincidence – there'll have been a

parameter laid down when the car was conceived, a target to be met – but as a statement of speed and intent, the numbers are revealing.

McLaren calls the 570S its "luxury sports car". Does anyone else have similar issues getting their head around the concept of the words 'luxury' and '6.3 to the ton' appearing together? Maybe not. Maybe it's 'luxury' and 'McLaren' that's harder to equate?

The simple facts are these. The 570S is the first car in McLaren's Sports Series range. It'll soon be joined by the £126,000 540C, and in 2017 by a roadster version. Above it in McLaren's three-tier line-up sits the Super Series (the 650S and 675LT) and at the top, the Ultimate Series (P1 and P1 GTR). For the first time, it feels like there's proper clarity and cohesion to McLaren's model range.

We're now used to the idea that all cars use the same 3.8-litre twinturbo V8, the same SSG twin clutch gearbox, the same carbon-fibre chassis tub. It's the ancillaries that change. So the crux of the matter for the 570S is how it differs from the 650S, how the company has managed to reduce the asking price by £60,000. Or, looked at the other way, how the 650S can continue to justify its £200,000 list price.

"Only 10 per cent of parts are carried over", says Andy Palmer, the head of the Sports Series product range. "And these are mostly things such as the front and rear wishbones, the braking system, some engine components and the IRIS infotainment system. The engine uses new injectors, turbochargers and cam phasers, the exhaust and manifold is bespoke and we've even changed the carbon tub itself."

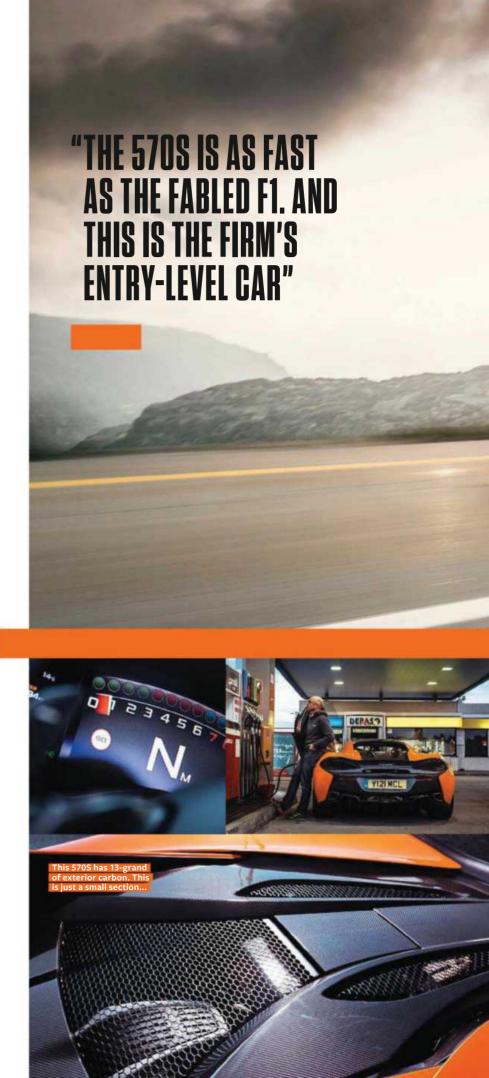
There's a reason: McLarens are not easy cars to get into. The angle the dihedral door opens to and the chunkiness of the side sill means it's like posting yourself into a circus cannon. So, here, the carbon sill height has been reduced by 85mm and the doors now rise further and twist outwards more. You could argue that's a change that should be passed on to the 650S as well, unless owners believe that the harder the car is to get into, the sportier it must be. There is possibly some truth in that. But the dynamic differences, the reason for the cost saving, largely comes down to suspension and aero.

Instead of the high-tech hydraulically cross-linked dampers of the 650S that keep the car super level without the need for anti-roll bars and contribute so much to the spookily smooth ride, the 570S has regular spring/damper units and (a first for any modern McLaren) actual anti-roll bars. Nor are there any moveable aerodynamic devices. No pop-up wing to keep the 570S planted at high speed or level under braking. Instead the unadorned body has to do its own work using just a set of flying buttresses, a lip spoiler and many intakes and vents.

What I didn't appreciate until I was up close with the 570S is just how sparingly the bodywork has been drawn over the underpinnings. It covers the vitals, but not a lot else and hints suggestively at what goes on underneath. The tease. It makes it doubly frustrating that you can't open that rear deck to have a good pore over the engine. All you get is a miserly little flap for the oil fill. Still, it's got concave rear glass like a Citroen C6, and that's just cool.

Reassuringly, it doesn't appear to distort the view out the back, but given that view is currently occupied by nothing but blackness, maybe I'm being too hasty in my judgement. It's 4.45am and I'm heading north, away from the warm southern coast of Portugal, to the chillier uplands, where we've arranged a little get-together for the 570S.

There's no more hostile way of getting acquainted with a supercar then stumbling out of bed into a dark, unfamiliar seat, and having to







do many hours of motorway plodding. It's all the stuff that you can't imagine a supercar needs to be good at. But actually, to be a daily driver, how easily you can get the satnav sorted (very), a beefy holdall in the boot (simple), phone Bluetooth'd up (straightforward), and comfortable in the seat (the driving position is superb), is the kind of stuff the 570S needs to be good at.

Here's what else I noticed. It's still not that easy to get into, though it doesn't help that our car has the optional £4,910 one-piece carbon buckets. It sounds especially rowdy and belligerent in an underground car park at 4.15am. Every time I get out, my ankle seems to clout the external carbon sill. The headlights have a massively potent main beam. The cruise control is easy to master. The sun visors contain vanity mirrors which look and feel a bit... TVR. The digital dash isn't one large screen, but three small ones. I was a bit disappointed when I noticed this. The optional £3,400 Bowers & Wilkins 12-speaker stereo has to work quite hard to overcome the background noise. Can't imagine the standard four-speaker system is up to much.

This is important. In fact, of all these things, refinement and access are the two that most concern me about the 570S. Getting in and out requires deft joints, and I can't in all honesty say the next five hours pass in perfect tranquillity. It's fair to say the carbon tub transmits a bit of hubbub, and noise insulation could be improved.





But if it were, the 570S would be heavier. And that would make it slower and less efficient. As it is, when I stop to fill up after 242 miles, I work out I've averaged almost 25mpg. Pity it's not the 29.1mpg the trip computer is telling me I've done. But I have no aches and pains, I'm not deaf and the ride and ease of progress has impressed.

And we're nearly there. Serra da Estrela, a national park containing Portugal's only ski resort, its highest point and the N339. The N339 is so good I want to track down the roads minister and give him a hug. That's until I find the N338. Then I want to have his babies.

Majestic granite scenery woven together by fabulous ribbons of road. Up through the cobbled heights of Covilhã we climb, the 570S feeling narrow and easy to place on the old streets, its gearbox proving to have no vices, and finally above the trees to the surrealist land where every roundly-weathered rock looks like a Henry Moore sculpture.

Deep breath, drink it all in, savour the scenery. And... go. We climb and climb, up beyond 1,600, 1,700, 1,800 metres and yet there's no sense that the 570S, unlike me a few minutes later, is struggling for breath. The turbos feel sharp and eager and the power delivery is so... exciting. It pays to use the revs because it's ferocious at the top end, but you always feel on top of the performance because the chassis is so biddable and controllable. And the brakes are stellar. Palmer had said to me last night that "McLaren wants to own steering feel". At the time I'd thought it was a pompous statement, but now I don't doubt him. Where Ferrari favours steering so quick it's almost nervous, this McLaren feels, well,

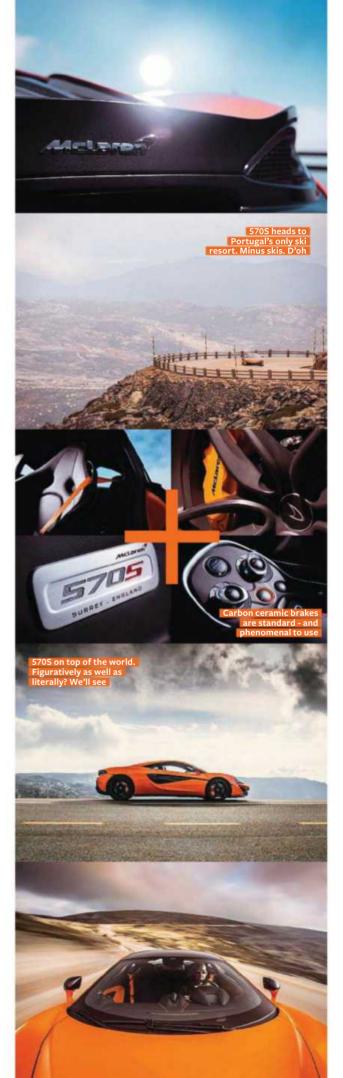
"PUSH HARD AND THE 570S PROVES IT'S AN EVERYDAY CAR, NOT A TRACK HERO"

peerless. It's feel some, direct and puts the car $\ensuremath{\textit{exactly}}$ where you want it.

This feel and sensitivity bring colossal confidence. It helps that the car never seems to grow around you or lose its agility. Instead you get utterly caught up in the process of accelerating, braking, steering and shifting. Because the suspension isn't trying anything too tricky, it feels beautifully natural, and the car moves with the road.

Push hard and you'll find the point where the 570S proves it's an everyday car, not a track hero. The clarity of communication means you sense the surprisingly modest 225-width front tyres starting to edge wide before understeer ever becomes an issue. But it does mean you have to be slightly circumspect about getting on the power coming out of corners – too much, too soon and you'll push wide and sense the traction control subtly doing its thing.

But this is safe, and it's not like you're travelling slowly. Here I refer back to where we came in. This car has almost surreal sprinting ability. And it teams this with a chassis of astonishing dexterity to create something really quite special indeed. The 570S may not have the technological focus of the 650S, but driving it, two things strike me: the whole spiel about F1 tech in road cars is claptrap, but what F1 has undoubtedly given McLaren's road-car department are the processes necessary to improve and make changes fast. The speed of development since the 12C arrived has been vast. The 570S is a confident car from a company that has found its feet. The other thing that strikes me? Given a straight choice between the two, I think I'd have the 570S. I prefer the way it looks and drives. But choosing between two McLarens? That's not the reason we're here...









V10 Plus to the stage

WORDS: OLLIE MARRIAGE / PHOTOGRAPHY: MARK FAGELSON





hear the Audi R8 a long time before I see it. Whole minutes earlier. The hollow, baleful wailing rises up the mountains, the sound waves washing against the rocks, slipping through the crevices.

And you know what my first thought is? Not "Can't wait to have a go in that", more "That's it, the Polícia will be on our case within minutes."* Supercars, even those of an everyday persuasion, tend to leave things in their wake: not least perturbed, talkative locals

and readily identifiable sound waves. Especially if they're yellow.

Unless they're a Porsche. The 911 Turbo S rolls up a few minutes later, having done the supermarket shop. The back seats contain many crisp packets and chocolate bars. There are many corners between supermarket and mountain top. I didn't hear it coming at all. I could only identify it as not-another-grey-cloud by the four twinkling LEDs in the headlights.

The 911 Turbo is the original everyday supercar. It's the template for others to copy, the light that guides the way, arguably the reason Audi built the original R8 and why we now have a McLaren 570S. The methods may be different – no one else seems convinced that slinging an engine behind the rear axle is a good idea – but the results are the same: stellar speed, everyday usability. After 40 years on sale, those are still the two key selling points for anything that challenges it.

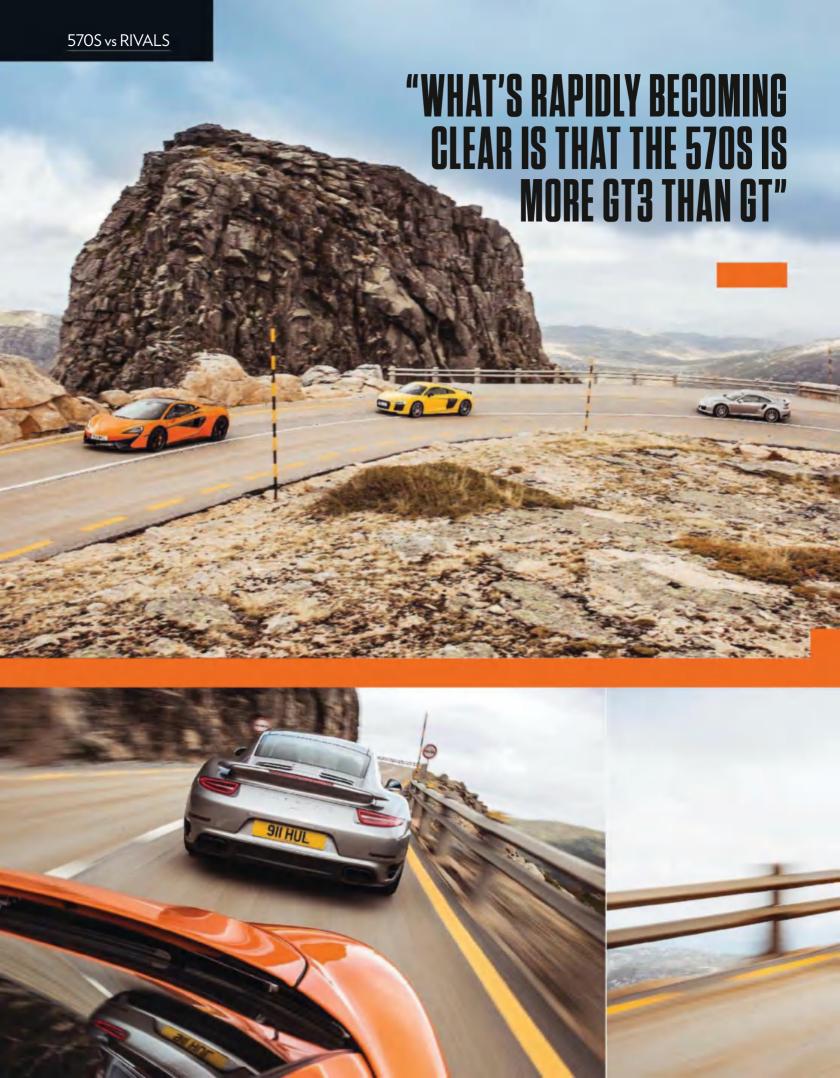
And aren't these three closely matched? Each costs around £140,000, scoots to 60mph in a shave over three seconds, has a top end around the 200mph mark, a boot of around 150 litres and two seats. Except the Porsche, where the kids get to join in the fun as well.

Technically, apart from the fact all have twin-clutch gearboxes with paddles to pull, they go about power production in different ways. Both McLaren and Porsche have 3.8-litre, twin-turbo engines, eight in a vee for the 570S, six horizontally opposed for the 911, while the R8, a V10 Plus with harder suspension and shorter gear ratios, relies on nothing but natural aspiration to aid its 5.2 litres split between 10 cylinders. Just to digress for a moment, the fact Audi has carried over the V10 surprises me. Firstly, because it's not a clean and efficient engine; secondly, with BMW giving us the stunning hybrid i8 and Mercedes-AMG the brutish, belligerent GT, I thought Audi would be braver, would move the R8 on, try to claim back technological momentum. Instead we get entrenchment: a car that looks similar to its predecessor and has a very similar set of specs. Not that I'm complaining about natural aspiration – far from it, as we will see – I'm just surprised Audi didn't bow to the inevitable and go turbo.

No one is shocked when we compare notes from our journeys here and discover the Porsche has used the least fuel, the Audi the most. What does surprise is the gulf between them. Flanking the 25mpg McLaren, over the course of 1,200 miles, the R8 V10 Plus has achieved 18.0mpg, the 911 Turbo S a frankly astounding 31.0mpg. The same story will be reflected over the next two days: we'll emerge from the Serra da Estrela with the Porsche having returned 13.8mpg, the McLaren 10.3 and the Audi 8.4. In our defence, the roads are very, very good...

We're parked by a sculpture carved into the rock that we've instantly christened The Fallen Madonna with the Big Boobies. It's a frighteningly dated reference that reveals my age and has the youngest member of our crew utterly flummoxed. The pared-back McLaren looks the lightest – and it is, by a considerable margin. Despite the crisp creases, the Audi alongside looks heavy and bloated, the Porsche, a porker. Naturally. And yet both have something about them. Later I follow the 911 and am struck by its broad, planted, muscular stance,







and when I see the R8 howling around a corner, low, wide and fully lit, I just think... phwoar! There's something in its cab-forward proportions that's eager and very nicely judged.

What really surprises me is that while the McLaren looks the smallest, it's actually the longest and widest of these three. The reason it feels a tiddler is that, inside, it is. Driver and passenger are shunted into the centre in cosy companionship, pressed forwards further within the cabin. In the Audi you have space, both in front and around you. And you have style. It's got a jaw-droppingly beautiful cabin, all effortlessly executed surfaces, stunning screens and dazzling, jewel-like trinketry, just the right side of pure decadence and artistry. It's Pagani, by Audi.

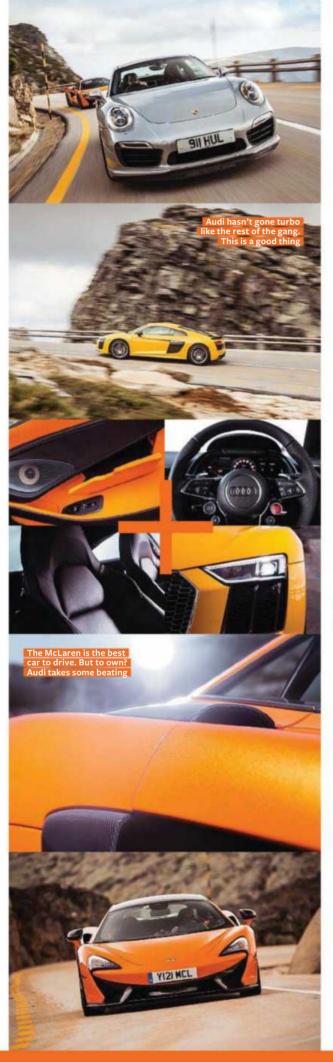
Shame, then, that the pedals are too far up the footwell for genuine comfort. But that's it, the one criticism. There's no car here I'd rather spend time in, and for an everyday supercar, that matters. In comparison, the Porsche feels bland, a workaday 3-Series, and the McLaren, for all its improvements, doesn't have the quality, artistry and craftsmanship. Though it does have a fabulous driving position.

But the Audi feels big on the road, which makes it harder to deploy its considerable force. And when you do, you have less confidence in its responses. The problem here is the optional £1,200 Dynamic steering – it's too light and the variable-ratio rack means that the steering becomes suddenly darty as you turn in. It's therefore hard to accurately predict your trajectory around corners. At least until you have a fiddle with the endless settings and work out Comfort steering is more progressive, if even lighter.

However, you can turn the magnetic dampers up to maximum Dynamic and not feel the wrath of the road. It is genuinely supple. So supple, in fact, that you don't feel you're getting all the information you might want. The Audi communicates in broad brushstrokes; the McLaren, in finely textured detail.

The 570S isn't harsh – it's just positive, and no more uncomfortable than the Porsche. But in terms of mindset and approach, what's rapidly becoming clear is that the 570S is more GT3 than GT. It wouldn't, we all agree, have been as easy on the schlep down, and the next day, when the wind howls and sheets of rain sweep the landscape, it's the one that needs the most circumspection – rear-wheel drive and Corsa tyres ensure that. But it's worth





pointing out that this particular 570S is in a very sporty spec: one-piece moulded seats, 13-grand's worth of exterior carbon, Sport design interior. If it were mine, I'd back the spec off a bit. It wouldn't diminish dynamics, but it would enhance habitability.

If not quite to Porsche levels. It's such a deceptive car, the 911 Turbo. You see them around, they appear sensible and familiar, and people you know who talk about cars say they're not as responsive as a standard 911. And they're right. Visually, it doesn't thrill me, at £140k it's a hill of money, and so you chronically underestimate it.

But, jeez, it's fast. It has at least as much real-world pace as the others, feels more together and cooperative on a difficult road than the Audi and gets about the place in a far more addictive, compelling manner than you expect. You can drive it deep into corners on the superb PCCB brakes, and use the vast, vast torque to come piling out the other side. It drives with real conviction and harmony. Doesn't quite have the clarity and communication of the McLaren, the stellar steering, chassis and brake feel, but it's deeply capable, convincing and amusing. What it doesn't do is get under your skin.

The beguiling Audi is inferior to drive but for one very important asset. Its drivetrain. The V10 reminds us why we love naturally aspirated engines. Its response, pick-up and reach are majestic, it curdles the air around it. If I have an issue with it, it's that the buttercream note and delivery are so soothing and mellifluous that

"THE AUDI R8'S V10 CURDLES THE AIR AROUND IT"

it never seems to be working that hard. I always preferred the old R8 V8 – it was slower, but had a more savage engine.

You have to work the V10 hard to get the best from it, but the rewards are there. In the Porsche, as long as you have 2,100rpm showing, you're away with all 553lb ft engaged. The turbos are big and take a second to spool up, but they don't half shoulder the mid-range aside. I prefer the McLaren's approach - sharper, fizzier, shriller blowers that not only react faster, but get more and more forceful at high revs, the engine's flat motorsport blare hardening to a tungsten point. It's got a top-end hit neither of the others comes close to matching. And a chassis of rare talent. The 570S scythes along these roads, an instrument of dissection, picking them apart with its accuracy, balance and finesse. Neither can match its urgency, nor come close to its intoxicating involvement. One thing brings it home. It's night and we're tumbling back down the mountain, McLaren leading, Audi behind, Porsche already dispatched to find an eatery. When we reach the bottom, the Audi is heaving and puffing with the effort, standard carbon-ceramic brakes smoking. The McLaren? Fitter, leaner... it's barely worked up a sweat.

The best car here, then? To drive, undoubtedly. To live with? No. The Audi has a sense of occasion to match it and a far better appointed cockpit. The Porsche hits the outer limits of real-world speed and practicality better. So it all depends where you place the tipping point, where your wants as a driver give way to your needs as an owner. For us, it's the McLaren. Every time.

AUDI R8 V10 PLUS

Price: £134,500 / £154,700 (as tested) Engine: 5.2-litre n/a V10, 602bhp @ 8250rpm, 413lb ft @ 6500rpm Kerbweight: 1630kg Power to weight: 369bhp/ton Performance: 0–60mph in 3.2secs*, 205mph vmax Transmission: Sevenspeed DSG, 4WD Economy: 23.0mpg, 287g/km CO₂

McLAREN 570S

Price: £143,250 / £184,620 (as tested) Engine: 3799cc twin-turbo V8, 562bhp @ 7500rpm, 443lb ft @ 5000rpm Kerbweight: 1409kg Power to weight: 399bhp/ton Performance: 0–60mph in 3.2secs*, 204mph vmax Transmission: Sevenspeed SSG, RWD Economy: 26.6mpg, 249g/km CO₂

PORSCHE 911 TURBO

Price: £140,852 /

£142,939 (as tested)
Engine: 3800cc twin-turbo
flat-six, 552bhp @ 6500rpm,
553lb ft @ 2100rpm
Kerbweight: 1605kg
Power to weight: 344bhp/ton
Performance: 0-60mph
in 2.9secs*, 197mph vmax
Transmission: Seven-speed
PDK, 4WD
Economy: 29.1mpg,
227g/km CO₂

TG's own test figures









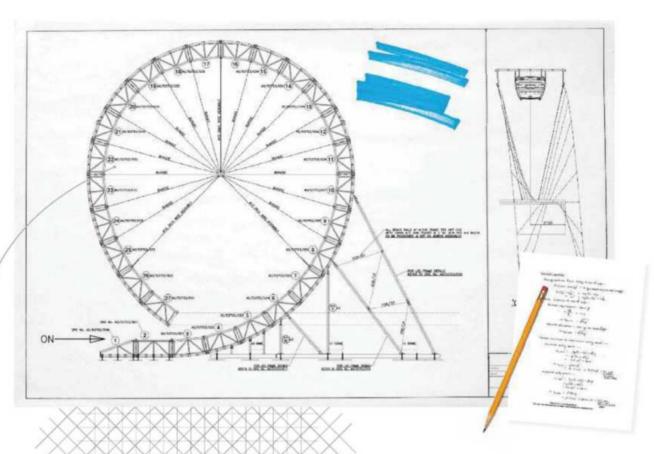
ROUND

Motorways? Boring. B-roads? Better. For the ultimate motoring thrill, though, do a loop the loop

WORDS: SAM PHILIP

WORLD RECORD







he night before the Frankfurt motor show, 2015. A park on the edge of the city.

Watching from ground level, the stunt seems oddly... serene. A blue Jaguar F-Pace thumps down the damp approach road, enters the 19-metre loop and gracefully inverts. In near-silence it turns upside down: over, round and through. All over in, what, three seconds? A strange spectacle, for sure — not to mention a world record for the biggest loop the loop ever — yet curiously tranquil to behold.

But when stunt driver Terry
Grant emerges from the F-Pace

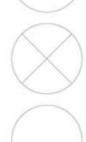
F-Pace in a rare moment of not being upside-down a few seconds later to chat with compere Martin Brundle, it's clear things didn't feel quite so tranquil from the driver's seat. Terry's voice is cracking, his words wobbly. This isn't what you expect from Mr Grant: the holder of 19 driving world records, the man who's done more weird, extreme things in cars than anyone else on the planet. If a stunt is out of Terry's comfort zone, we're talking – in the immortal words of Sir Alex Ferguson – serious squeaky-bum time.

SIX MONTHS EARLIER

It started, as the best ideas do, with a kids' toy. Playing with his child's Hot Wheels loop, Jaguar global comms boss Rich Agnew wondered if it'd be possible to create a life-sized version to launch the F-Pace. He contacted Terry, because Terry's the bloke you contact when you want to do something silly with a car. "Rich gave me this big cheesy grin. I couldn't say no," remembers Terry, talking to TopGear after the Frankfurt stunt. He had built and performed loop the loops before, but all had used far smaller and lighter cars than the F-Pace. This one would be much bigger.

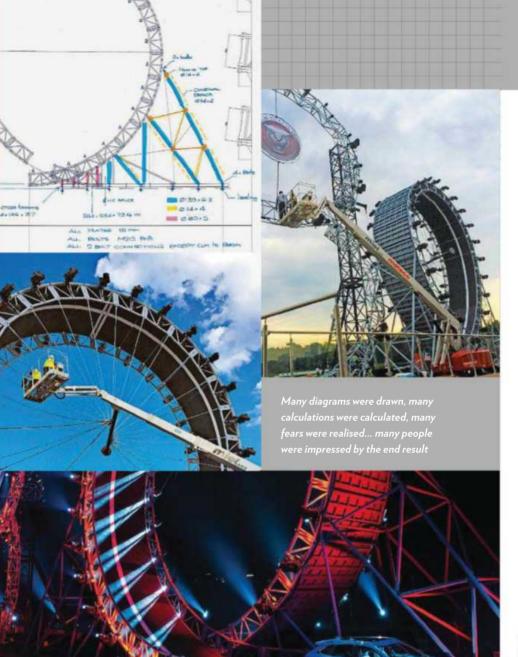
Armed with the F-Pace's vital statistics, Terry went off and chatted to his team of engineers to see if the stunt was physically possible. The initial calculations showed the loop would have to be some 16 metres tall, a vast construction and an

order of magnitude bigger than anything he'd attempted before. Jaguar checked the record books. The existing record was an 18.29-metre double loop, built in









2012 by Hot Wheels and driven by *TG* USA host Tanner Foust and Greg Tracy. Terry had been involved in the planning and safety for that stunt.

"Jaguar came back and said, 'What if we go for the biggest loop in the world? The record,'" says Terry. "I thought about it and said, 'If we can get it built, I'm up for it.' I contacted Tanner and Greg to check they were OK with it. They're buddies of mine. Tanner said, 'Terry, if there's anyone who deserves to have the record, it's you, not two wise-arses from California."

It was decided. The F-Pace loop would stand 19.08 metres tall, giving clear air between Jaguar and the previous record. The engineers' calculations suggested that, with ballast, the structure would weigh 102 tonnes. A team of 60 builders got to work.

F-Pace poses poststunt. Considers doing it again in reverse

THE CAR

As the ramp was being constructed, so were two custom F-Paces. "It's the first time a car of this type had been used for a loop," explains Terry. "All the other cars doing the loop the loop are purpose-built. We were attempting something that had never been done before."

The biggest challenge was the suspension. As the F-Pace hit the loop, a 6.5g load would drive straight through its wheels into the body. Safety regulations dictate road cars' links and wishbones are designed to collapse in a 5g accident, so every suspension component on the F-Pace had to be removed, reinforced and refitted.

"We needed the whole thing to squat, and stay squatted all the way though the loop," remembers Terry. "If the car had bounced back on its suspension, it would have jumped off the loop [usually, cars built to do loops have solid suspension] so we had to block the suspension out."

The modified F-Paces were to look stock from the outside, but underneath had full, purpose-built roll cages. "The worksmanship was amazing," says Terry. "They looked like touring cars on the inside." The tyres were inflated to a bulging $80 \, \mathrm{psi}$ to stop them deforming under the g-force.

The next question was: just how fast would an F-Pace need to travel to get around a 19-metre loop without plummeting to the ground? Turns out that's not a straightforward question to answer. Many sketches were made and equations devised, and it was calculated that Terry's optimum entry speed was 51mph. "They said at 49mph you'll be OK, but you don't want to be going more than 56."

There would be no margin for error. A fraction too slow and the car wouldn't have enough speed to complete the loop and would fall off at the top.

TOO SLOW AND THE CAR WOULD FALL OFF THE LOOP



Go in too hot, and the g-force would cause the F-Pace to ground out on the ramp, losing speed, and also potentially cause Terry to black out.

To practise the stunt, Terry sourced a 10-metre loop used in an old Shell stunt, and had it installed at RAF Bentwaters, where the new mega-loop was also being constructed. In the weeks leading up to tackling the recordbreaking loop, Terry ran the smaller one more than 50 times, with brutal physical consequences.

"It makes you feel horrendous. It's all the blood rushing to your head. The first few times I did it, I was peeing blood," grins Terry. "All your organs are getting rattled around. You have to train your body, train your mind. It's like a weightlifter doing a jerk." He embarked on a rigorous training and diet regime to ensure he could survive the loop.

He was also effectively driving one-handed: a couple of weeks before, he'd sustained an injury when a barrel-roll stunt went wrong, pinning his right hand between the top of the steering wheel and the collapsed roof of the car. "I'd f***ed up my hand in a big way," he remembers. "I broke two

bones but took the option not to get it repaired. It would have put me out of action to do the loop."

THE FIRST TIME

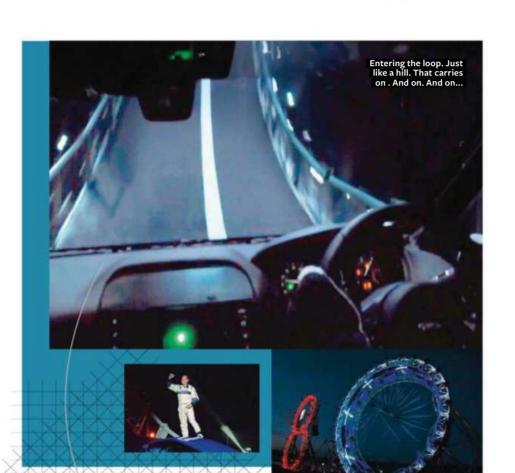
D-Day came two weeks before the stunt. That was the day Terry and the F-Pace would run the 19m loop for the first time at Bentwaters. If they could do it there, the stunt itself would be fine.

"We knew the magic number was 51.5mph," says Terry. "Flat-out in second, the F-Pace would do 53mph. Perfect. Get the car in second gear, mash it, keep my foot in."

What could go wrong? Quite a lot, potentially. The team calculated a 265-metre runway would

"WHAT COULD GO WRONG? QUITE A LOT..."







give the F-Pace time to get up to speed, with three seconds to spare to make sure Terry had time to conduct his pre-flight checks. "If my foot slipped off the pedal when upside down, we'd fall off the loop. So I had a hand throttle in my left hand. Before I hit the loop, I had to push the hand throttle on, get back on the steering wheel, check the speedo, get my line right. The track wasn't much wider than the car, so I needed my A-game."

As Terry's team assembled for the briefing at Bentwaters, nerves were jangling. "The safety guys were really worried. If I was upside down, or on fire, whatever, how were they going to revive me?" says Terry. "I just climbed onto something and said: 'For f**k's sake, we're going to set a record. I'm going to be fine.' Everyone started smiling. You could see them thinking, 'Who is this prick?' In a nice way. I said, 'Guys, we're going to do this. I'm not going to take the escape road.""

At the end of the runway, Terry strapped in. "I said, 'I'm ready, let's do it.' First, second, 53mph. Perfect. I said to them on the radio, 'I'm going in.'"

A gang of 100 engineers held their breath. So did Terry. The F-Pace inverted into the unknown.

"Done. Straight through," says Terry. "I remember them screaming at me on the radio, they knew I'd done it. I came out of the loop, turned around, then drove back to where everyone was. I climbed on top of the car, raised my arm in the air. For that second I was a hero. Then I put my foot on the button that set the fire extinguishers off..."

THE FINAL STUNT

Pratice over, all that was left to do was simply dismantle the ramp, ship it and the cars over to Frankfurt, reconstruct the whole thing and perform the stunt again. This time in front of the world's media.

The plan was perfect, apart from the fact it poured with rain before the stunt, requiring the team to completely repaint the ramp with grippier paint. And extend the runway by 80 metres – using makeshift wood, pallets, anything they could find – to make sure the F-Pace could get up to speed on the sopping surface.

"The thing was wheelspinning the whole way down the runway," says Terry of the final, televised stunt. "And when the car was completely upside down, I was doing 15mph but the speedo went up to 50mph. I was getting wheelspin because the wheels left the ground. That's how close we were."

Does that explain the emotion, the cracking voice in his post-loop interview? "No, I was calm. The emotions were there because I hadn't let down everyone involved, everyone who'd worked so hard. Everything hit me at once. It's the biggest stunt I've ever done. What do you do next?"

What indeed? Probably a few more loops: with the vast structure slated for destruction after its stunt, Terry convinced Jaguar to let him buy it, to be shipped back to Britain piece by piece.

"I don't have a plan for it yet," he admits. "But I couldn't let it go to the scrapheap in Frankfurt..."



BEEMER BABY

Small but perfectly formed – the new M2 is the baby M car with muscles to spare

WORDS: JACK RIX / PHOTOS: ALEX HOWE



ear M cars, you've changed. This is as hard for me to write as it is for you to read, but lately I've found myself longing for the good old days when you weren't quite so confused. It used to be so simple, so effortless – a naturally aspirated engine, rear-wheel drive and away we went. Now you spread yourself so thinly I'm scared you've forgotten who you are or where you came from. And it's eating me up inside.

There are shards of light, sure: the M3 and M4 adhere to the racecar technology distilled for the road philosophy that your legacy is built upon, but the X5M and X6M? Really? What's next, an M5 with four-wheel drive? Pray I never see the day.

What you need is something compact, something attainable, something that reminds us nobody can strip away the peripheries and focus on handling quite like you. You need something that shoots a glance at the past but has four wheels firmly in the present. Something that tells us who you really are and what you're capable of. Something that gives us the fizz.

Yours,

You are gawping at the new BMW M2, a 2-Series Coupe with the firepower of an intercontinental ballistic missile and the new baby of the M Division. Engine up front, smouldering tyres out back and arches swollen like a boxer's eyelid – it's a well-worn formula that can be traced back to the Seventies, but one that's resisted the decay of time. It would appear, then, that BMW has answered our prayers.

For context, and because it's possibly the most badass model to come out of Munich, ever, we've brought along a '73 2002 Turbo. Although not an M car per se, it's a stimulating exercise on two levels: firstly because any opportunity to run your eye over the Turbo's botoxed silhouette is a chance you need to take, but also because while the pace of development has been fierce over the last 40 or so years, these two machines aren't so different at all.

Both have single-turbo petrol engines under the bonnet driving the rear wheels – the 2002 has four cylinders, the M2 six. Both have manual gearboxes – the 2002 four speeds, the M2 six. Both have enough grunt to stick with a Porsche 911





of their day, and both have been on a high-protein diet and pushing some tin. Build quality, weight, electronic innovation, raw power - all these things have improved and increased exponentially, but the basic package remains... because it's just so inherently right.

I'll admit to a slight sense of deflation on first acquaintance with the M2, the dimly lit studio neatly reflecting my mood. Whereas its predecessor, the 1-Series M Coupe, had a freakish quality and a bulldog-like stance, the insanity has been turned down a notch this time around. All the necessary elements are there: widened arches and track (63mm wider than the M235i at the front, 69mm at the rear) immediately elevate it above the cooking 2-Series, the ravenous-looking front bumper fulfils the mini-M4 brief from the front and quad chrome exhaust tips protrude like inquisitive rifle barrels at the back, but the 1M's visual sucker punch has been lost along the way.

It's as if the M2's inflated outline was conceived long ago,

a shame because unsophisticated isn't necessarily undesirable - just look at the 2002 Turbo's bolted-on arches and glued-on front spoiler - more iPhone cameras were pointed at them on the day than the vaguely apologetic M2.

No apologies required for the engine – a 365bhp, 3.0-litre, straight-six brute. A development of the M235i's single-turbo unit (rather than a detuned version of the twin-turbo you'll find in an M4), it's pimped up with higher-spec pistons, crankshaft bearings and spark plugs from its bigger brother. It coughs up maximum power at 6,500rpm, red-lines 500rpm later and for short bursts on overboost can churn out 369lb ft of torque between 1,450rpm and 4,750rpm.

While the manual-only 335bhp 1-Series M Coupe ticked off 0-62mph in 4.9 seconds - and that was a proper little firecracker - the M2 takes just 4.5 seconds with a manual gearbox. With launch control activated on the DCT twinclutch and the afterburners fully lit, that's trimmed to an Audi RS3-matching 4.3 seconds. Top speed? It's 155mph



package, although for that BMW kicks in a track day. Who knows? You might actually get to use it.

Ah, so you noticed. Yep, the M2 comes with a choice of seven-speed twin-clutch DCT lifted directly from the M4 or a six-speed manual – a major USP in the rarefied world of mega hatches and hot coupes in which it's destined to compete. BMW calls out the Audi RS3 and Mercedes-Benz CLA 45 AMG as its opposite numbers (we'd throw the Porsche Cayman in there too, despite its lack of rear seats), but neither has the M2's trump card. And as if to justify the costly engineering decision, BMW is predicting a 50/50 split between sales of the two transmissions in the UK. Unlike the 1M that was limited to 450 right-hand-drive models full stop, there's no cap on the M2. Around 400 to 500 units will wing their way to us every year, so the logic behind broadening the M2's appeal is sound.

As is BMW's decision to include a most un-Germanic sounding Smokey Burnout mode that "invites the driver to indulge in a degree of rear-wheel spin while the car is moving at low speeds." Anything that encourages a bit of light-hearted hooliganism is fine by us, but when did switching the t/c off and giving it a bootful become old hat? Oh God, I'm getting old.

Now, electronically monitored burnouts and launch-assisted 0–62mph times are all well and good, but the M2 needs to do much more than just drag race – we've got the one-trick Audi RS3 for that. Luckily, the BMW's fundamentals are as solid as your nan's Christmas cake. The front and rear axles are borrowed from the M3 and M4, that means all-aluminium suspension – a major contribution to the 35kg weight saving over an M235i – and an electronically controlled diff that boosts traction but more importantly, drifting potential.

ARCH VILLAINS



A family of four could comfortably live under its arches



PEUGEOT 205 T16

Group B special with flares that could swallow your kids



BRABUS B63S 6X6

Count them – six carbon-fibre canopies are well worth a prize



LANCIA DELTA HE

Rally pedigree made big-arch peacocking acceptable The M2 sits 10mm lower on its fixed-rate springs and dampers than the standard 2-Series, but no closer to the tarmac than the M235i, while mixed Michelin Pilot Super Sport tyres (245/35 front and 265/35 rear) should provide rock-solid rear-end grip but maintain a sense of front-end precision.

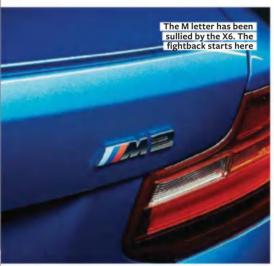
Perhaps surprisingly, BMW isn't following Audi's lead and offering optional carbon-ceramic brakes at huge expense. Instead you get compound discs that combine steel and aluminium, measuring 380mm across at the front and 370mm at the rear. The exhaust is switchable, so there's electronically controlled flaps that mean the M2 won't embarrass the kids on the school run, or make your ears bleed on the motorway.

I'll probably end up in a dank prison cell beneath Munich for telling you this, but having heard the M2 ignite its cylinders in the studio, I can confirm it sounds suitably burly. The real fireworks will happen when you go chasing the rev-limiter, of course, and BMW's product manager confirmed there are snorts and explosions on downshifts with the DCT gearbox. He should know – he's been fanging around in a prototype for the last few months.

Brace yourself, though, it's not cheap. Stick with the manual and you'll be relieved of £44,070; order the DCT version and you'll be £46,575 lighter – that's more than either the RS3 or the CLA 45 AMG. But here's the idea – it comes with all the equipment you need, plus there's only one set of 19in wheels to choose from, one interior design and four colours – blue, black, white or grey. It means BMW can build them faster so buyers can get their hands on one sooner and get down to the important bit – driving it. This is good. Good enough to restore faith? We'll find out at Laguna Seca in February.



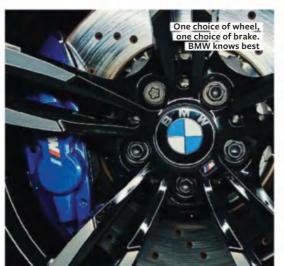


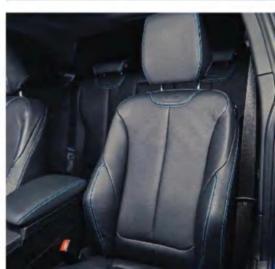














alert for the arrival of the boost. Designed to tap the obvious potential in the 2002's chassis, only 1,672 were ever built between 1973 and 1975 – each one receiving a calculated makeover from the engineering department with bigger brakes, a limited-slip differential, wider tyres and a 40bhp hike over the tii. And then the design department indulged in too many steins and set about reshaping the exterior. I mean, just look at it – those

feel. Still, the clock is ticking, so I grit my teeth and stick to the plan.

I'm insured up to the eyeballs, but the thought of spannering this high-value classic is making my palms sweat and my bowels gurgle. For the first few minutes, I'm like an antelope with a lion smacking its chops nearby: ears pricked listening for the whoosh of the turbo before it uncorks its full force, foot feathering the throttle like a surgeon's hand, eyes on stalks - one analysing the road for dung-related friction changes,



when working dials
were considered a
luxury. Strange
metal objects used
to start the engine,
apparently. Right:
Jack takes retro
theme way too
seriously by
borrowing his
dad's shirt









the other scanning the horizon for oncoming traffic. It's a full-on job driving an old-timer like this.

The first barrage of sensations is unsettling, to say the least. For starters, there's huge play in the steering wheel so it flops about in your hands like a dead fish as you pinball off lumps and undulations in the road. It's noisy as hell, too – not just the engine but the tyres, the creaking body and the wind pummelling the upright windscreen and near-vertical front end. At anything below 10mph, the non-assisted steering requires biceps like loaves of bread and the four-speed manual gearbox has so much slack that selecting a gear is a coin toss. Meanwhile, the arthritic clutch pedal triggers a lactic acid convention in my left thigh.

And then it clicks. Intimidation clears the way for elation, and I'm hustling along at unruly speeds. You see, peel back the unfamiliar facade of old-car quirks – block them out, in fact – and what you're left with is a performance car whose fundamentals are still relevant and measurable against today's crop. Case in point being the 168bhp engine.

Considering this was the first German series production car to employ a turbocharger, you'd expect to be able to pop the kettle on before the turbo wakes up, but it's a lot perkier than that. A low drone turns to a buzz overladen by an intensifying hiss as the turbo spools, then at 4,000rpm – the delivery point for peak torque of 173lb ft – you get the hit of the whole fruit. Windows down to make the most of the rasping pea-shooter exhaust, there's a smack of forward momentum comparable with a modern warm hatch. With a lack of insulation from the outside world, though, it feels a heck of a lot faster than that.

What really builds my confidence is a lack of spikiness in the power curve – it's more of a smooth bulge than an abrupt onslaught. Emboldened by its exceptional balance in the corners, and the fact that it only wants to bite my head off if I behave like a fool, I start burying the throttle at each apex so the turbo is primed at the exit. It becomes rhythmic: swinging it around

"The steering wheel flops around in your hands like a dead fish"

corners, opening the taps down the straights, climbing on the front discs and rear drums harder than you first think. And repeat.

Even the steering – truculent at low speeds and frankly useless around the dead-ahead – has come to life. Push through the slack and you feel it bite, a physical connection to the plump front tyres – and you can lean on them hard because you're fully aware if they're about to wash wide. I want to drive it harder – I'm gelling with it now. Even the firm bolsters on the squishy vintage sport seats are perfectly moulded to my love handles.

Just as a meaningful relationship is forming, it's dashed against the rocks. Dwindling light and a fuel needle wagging forlornly around empty force our hand – we hand back the keys and stare longingly as it parps over the brow of the hill. The new M2 has the potency and tech to rock our world, but if it can muster half the charisma of the 2002 Turbo it'll be the best M car for a generation.

A big thank you to Dan and Laura at Munich Legends for arranging the loan of the car. For more info go to www.munichlegends.co.uk









Empire building

How can one letter hold such a fascination for petrolheads? It's all down to past form...

WORDS: TOM FORD | PHOTOS: ROWAN HORNCASTLE

BMW's Motorsport or 'M-Power' division has long been a staple of the top ten most desirable on any self-respecting petrolhead's dream list. Why? Because its machines tend to be brilliantly engineered, eminently usable daily drivers, with the ability to put a smile on your face on any journey. They also tend to be relatively subtle (M3 GTS excepted), reliable and properly quick. They're also within reach. The good thing about having a long, mass-produced history is that there are loads of older M-cars that are now very reasonable money. Which means you can have a little piece of legendary metal in the garage, without breaking the bank...

It started by accident...

Motorsport is actually a fully fledged subsidiary of BMW originally intended to handle its racing exploits, starting off with the legendary 3.0-litre CSL back in the early Seventies. It wasn't long before 'M'-badged and tweaked machinery (usually, engine, suspension and styling/aero upgrades) arrived, though 1978's M1 was more a racing car

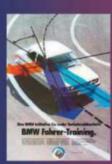
converted to road use than an upgraded road car, something that is probably more realistically encapsulated by the M535i in 1979.

These days, it's a legendary outfit, having made some of the

most accessible 'real-world' performance cars ever. It supplied the 6.0-litre V12 for the McLaren F1, has competed in – and won – many kinds of motorsport and currently M-Powers (sorry) most of the BMW range in some form or another.

As with most of the famous in-house tuners, there's been a little bit of liberty taken in terms of the badging, though.

The famous 'M' badge also denotes 'M' styling and accessories, so the only 'real' M cars tend to have the three-striped M before the model designation (M2, M3, M4, M5, M6, etc). Anything else is lager in a champagne glass.



M1, 2, 3, 4, 5 & 6 timeline

M1 (E26)

1978-1981

3.5-litre straight-six, 275bhp Number built: 456

M 6 3 5 C S i (E 2 4)

1984-1989

3.5-litre straight-six, 256/283bhp

Number built: 5,859

M5 (E28)

1984-1988

3.5-litre straight-six, 282bhp
Number built: 2,191

M5 (E34)

1988-1995

3.6-litre/3.8-litre straightsix, 311bhp/336bhp **Number built:** 11,336 (saloon), 891 (estate)

M Roadster (E36/7) 1996-2002 M Coupe (E36/8)

1996-2002

3.2-litre straight-six, 317bhp Number built: 6,318 (Coupe), 15,375 (Roadster)



70s-80s



M5351 (E12)

1979-1984

3.5-litre straight-six, 216bhp Number built: 1,410



M535i (E28)

1985-1988

3.5-litre straight-six, 215bhp Number built: 9.483



M3 (E30)

1986-1991

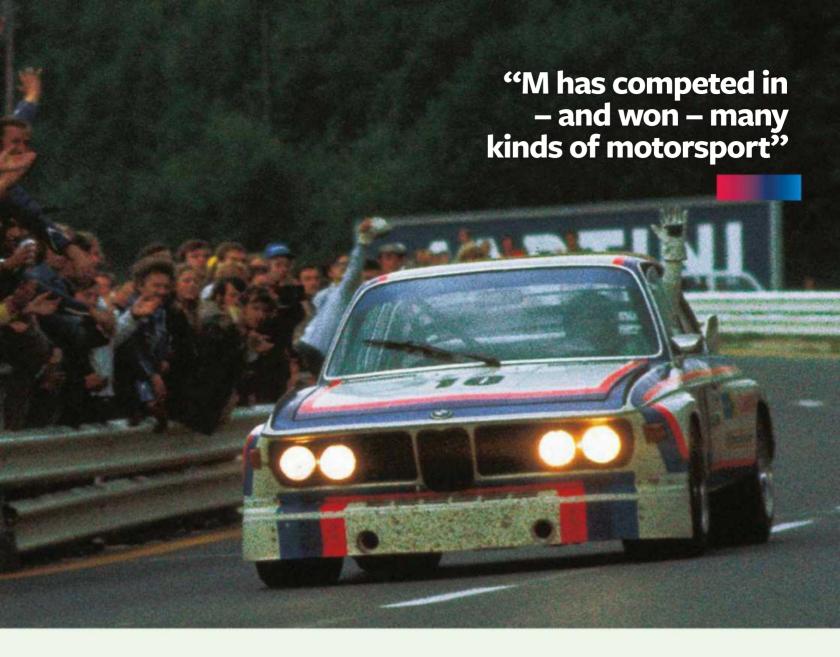
2.3-litre/2.5-litre four-cylinder, 191bhp/234bhp Number built: 16.202



M3 (E36

1992-1999

3.0-litre/3.2-litre straight-six, 239bhp/317bhp Number built: 71.242



M3 (E46) 2000-2006

3.2-litre straight-six, 339bhp Number built: 85,744 M3 CSL

2004
3.2-litre straight-six,
355bhp
Number built: 1,400

M6 (E63/4)

2005–2010 5.0-litre V10, 503bhp Number built: 5,070 M3 (E90)

2007-2013 4.0-litre V8, 416bhp Number built: 9,606 (saloon), 39,954 (coupe), 16,219 (convertible) M5 (F10)

2011 - present 4.4-litre bi-turbo V8, 558bhp Number built: n/a

M6 (F12/13)

2012 – present 4.4-litre bi-turbo V8, 558bhp

Number built: n/a











00s



M 5 (E 3 9) 1998–2003 5.0-litre V8, 396bhp Number built: 20.482



M 5 (E 6 0 / 1) 2004-2010 5.0-litre V10, 503bhp **Number built:** 19,522 (saloon), 1,025 (estate)



Z4 M Roadster (E85) Coupe (E86) 2006-2008

3.2-litre straight-six, 339bhp Number built: 4,275 (Coupe), 5,070 (Roadster)



1 M Coupe (E82) 2011-2012 3.O-litre straight-six, 338bhp

Number built: 6.342





M 3 / M 4 (F 8 0 / F 3 2) 2014 – present 3.0-litre bi-turbo straight-six, 422bhp Number built: n/a

The ones to look out for

he difference between duffer and desirable is a bit moot with older M-cars, as there isn't really a bad car among them. So the usual caveats apply when looking for something that won't lose money, or might even appreciate by a bob or two. First, rarity. Anything limited attracts value, though we're talking about real change, not just some of the more obscure paint and trim combos. And yes, an M1 is both fast and rare, but you'll already find 'POA' on most of the listings, which means us normal humans can't get anywhere near one.

So things like M3 CSL, CS and GTS are good bets, cars that have limited production, extra speed and geek-chic cachet – though you'll still

be looking at significant cash for any of those. Something like a good-condition M635CSi is also a decent shout – a little overlooked at the moment, but with under 6,000 built, that's likely to change. The 1M Coupe is already making the same prices it was originally sold for in 2011 – meaning that it has bottomed out already – and looking at the relative prices of M Coupes and Roadsters, good ones are starting to creep ever upwards compared with even a couple of years ago.

Second, and rather obviously, is condition: even though there are lots of companies that can service and restore performance BMWs, an original, good-condition, early car is still worth more than something even sympathetically modified – so beware bodykits and dubious 'upgrades'.









...JACK OF ALL TRADES?

The MX-5 killed its cheap roadster rivals long ago. Now it fights a war on three fronts against a new wave of talented opposition

WORDS: OLLIE KEW / PHOTOGRAPHY: LEE BRIMBLE

TEST 1: THE B-ROAD FACE-OFF

Yes, the MX-5 has drained the bargain roadster gene pool, then concreted over it. RIP MR2, less so MG TF. But the entry-level drivers' cars are still to be found, albeit in different, less comparable forms. Take the almost identically priced Ford Fiesta ST: to hot hatches what the Mazda MX-5 is to sports cars. Not in having a long and cherished lineage (there've been one or two dud hot Fiestas) but because it is, right now, the default. Cheap enough to be attainable, practical enough to be usable, and laugh-out-loud good to drive. And, ultimately, not that challenging. You could outgrow both, but in the process, you'd feel you'd wrung 100 per cent out of them every time a white circle bisected by a black diagonal streak shrunk into the rear-view mirror.

The Fiesta remains a bargain. This one is a top-of-the-range ST-3, heaping keyless entry, automatic lights and wipers plus controls of the cruise and climate variety into the dated, fussy cabin – and it's still under twenty grand, but for a handful of options. We're missing the £599 Mountune tune-up to 212bhp and 215lb ft, which is good news for this 2.0-litre, most powerful version of the new MX-5. You have to applaud Mazda for sticking to natural aspiration, and a fanatical attention to weight-saving that brings this MX-5 in 163kg lighter than the Ford, precisely none of which keeps it on the Fiesta's coat-tails. Dashing up and down the B4560 while snapper Lee bags pictures, I'm scrambling to stay in shot with the Ford. Deep reserves of torque from that earnest-sounding burblebox up front and the Fiesta's lighter gearchange just unlock more point-to-point pace. It still feels like lots of power in a little car (ignore the 179bhp claim – it overboosts to

However, the Fiesta really demands you assume its attack-attack attitude and forgive the foibles. For one thing, the way you sit feels entirely wrong after the inherent rightness of the Mazda's arse-on-axle, straight-leg recline. The Recaros couldn't be grippier if they were upholstered in flypaper, but sitting high betrays the fact you're not in a dedicated driver's car here. It's an unavoidable compromise. Worse is the ride. You're usually so occupied chucking the Fiesta around like an





FORD FIESTA ST-3 -

Price: £19,545 (£20,120 as tested)
Engine: 1596cc 4cyl turbo,
179bhp @ 5750rpm,
214lb ft @ 1500–5000rpm
Performance: 0–62mph
in 6.9secs, 139mph vmax
Transmission: 6spd manual, FWD
Economy: 47.9mpg, 138g/km CO₂
Weight: 1163kg

MAZDA MX-5 2.0 SE-L NAV

Price: £20,695 (£21,235 as tested)
Engine: 1998cc 4cyl,
158bhp @ 6000rpm,
147lb ft @ 4600rpm
Performance: 0–62mph
in 7.3secs, 133mph vmax
Transmission: 6spd manual, RWD
Economy: 40.9mpg, 161g/km CO₂
Weight: 1000kq



Eighties hatch, the rock-hard ride is a footnote, a means to an end you tolerate. Here, the MX-5 opens your eyes to the boons of a more pliable, breathable chassis, and avoids interfering with the wheel or pummelling your back like an over-excited sparring partner.

Few 'sporty' cars are as good to drive when you're *not* driving it quickly as the MX-5. Just let the ball-topped gearlever roll around in the palm of your hand, clicking in three gearchanges where maybe only two were strictly necessary. It says "I've been set up to actually work on a road, like suspension used to before it became a marketing tool". And being rear-wheel drive, there's more to explore in a sensible comfort zone. Yes, the Fiesta is keener to flaunt its rear than Mrs Kanye West, and adjusting your lines with a trailbrake and excitable turn-in is addictive. But it's quite a passive way to feel a car move around beneath you – those cheeky little sidesteps are over as quick as they've begun, and because the car will naturally self-correct as it accelerates from the turn, you've ultimately got less to do.

Get the MX-5 loaded up, and you can actually extend and alter its squiggliness. Savour it. And all without going antisocially quickly. You're aware the ST is the more serious bit of kit, which is odd given in most company it's the playful tearaway. Maybe it's that alarming-looking but entirely manageable body lean, or the fact the roof comes off, but the MX-5 really doesn't take itself that seriously. It won't punish your mistakes, and I love the accessibility that offers.

Ultimately, the Fiesta is the car that dumps a higher concentration of dopamine in your bloodstream. In a straight line, out of every turn, it demolishes the Mazda, and though it feels livelier under braking (handy for turn-in), it shrugs off its extra flab and stops convincingly too. I'll never stop respecting the fact Ford gave it a bodykit-by-numbers suit, a new steering wheel and seats, then locked the marketing chaps in a cupboard and set about the engine, gearshift quality, brakes and handling. In a nutshell, that's why the Fiesta is here representing the small hot-hatch breed, and the newer, pokier Clio RS Trophy is not. There's no denying, though, that the Mazda's greater dexterity on rough surfaces (which, let's face it, goes hand in hand with most B-roads) helps find a few priceless chinks in the armour of a world-class hot hatch. Ask yourself: how much are you going to use the back seats?

MX-5 vs THE WORLD





"THE FIESTA IS KEENER TO FLAUNT ITS REAR THAN MRS KANYE WEST. IT'S ADDICTIVE"

TEST 2: THE CARS ABOUT TOWN

Optimistic, aren't we? Brits, I mean. Buy more cabriolets than any other country in Europe, we do, despite something like 120 rainy days a year. And we like our purchases to succeed as trinkets too. Apparently when Vauxhall sold the folding tin-top Tigra, dealers considered offering stick-on fabric segments for the metal roof, as owners complained it wasn't obvious enough to onlookers the roof was retractable. It nicely distills the point that most people couldn't give a monkey's which wheels are being driven or whether or not the air being inducted into the engine is at atmospheric pressure. They want a hotly desirable object, and that's a game Audi has become highly skilled at playing. Look at that TT. It's a delivery vehicle for the very latest in trendy LED signatures, with an image to die for.

Or is it? Midway through shooting the TT's interior, it's seized upon by a curious group of girls midway through a night out in Cardiff town. Straw-poll time. Our impromptu judging panel recoils with upturned noses when they discover the Audi is thirty-three grand. They prefer the daintier Mazda, which stars in more selfies as a result. But the waiters who inquisitively scuttle out of the Indian restaurant opposite for a look gravitate to the Audi, "because it's smart and expensive".

Let's rattle off some point-scoring. The TT's heater is only just adequate for topless British motoring, while the Mazda's will roast your knuckles and soften the soles of your shoes. The Audi's £325 heated seats are feeble, but this MX-5 didn't have them at all. This is a sin. Heated seats are a folly in every car except a cabrio, and I'd rather bum-warmers as standard in the MX-5 than cruise, climate or traction control. Mind you, the Mazda at least offers a comfortable chair. I've racked up considerable mileage in several TTs this year and, just like the others, this one's lumbar-lacking suede jobs knackered my back.







Then again, an S line TT on (£450) 19-inchers has all the give of Boris Johnson on a primary school rugby field. And for what purpose? Did an engineer discover at the eleventh hour that the MMI switches possessed a greater tactility and precision than his woolly gearshift and hyper-quick steering, and so demand that Vorsprung durch Schportiness was injected by filling the dampers with sand?

Send the Audi on the offensive, and it begins to undo the MX-5, which is noisier than wing-walking whatever you do with the roof. The Audi's triple-layer soft-top is beautifully insulated, and even without deploying the elegant (£425) wind deflector, it's less turbulent inside. More headroom too – I wanted to avoid hairdresser gags until the MX-5 flattened my Simon from *The Inbetweeners* do. The MX-5's roof is a device to stop you getting wet, but that's about it. Life in here is altogether more intimate. You raise your hand in a gesture of thanks to another driver for giving way (it happens), and your nails brush the windscreen. Its entirely manual toupee is easier to lift than Donald Trump's. Hopping in from the TT is like taking off a puffer jacket and slipping on some thermals. Less isolating but less cumbersome.

Thing is, the TT is a two-seater with a removable roof, which does not a sports car make. Take its unusually flat Golf GTI powertrain, for example. The zesty exhaust parp is the opposite of the car's styling – the good stuff is saved for the outside. It's quick – quick enough to cause the heaviest, widest-tyred car in this group traction headaches – but does a topless TT really need 227bhp? If I were a betting chap, I'd wager the sub-200bhp, sub-£30k 1.8-litre TT is just as appropriate. And won't land you on a speed-awareness course before topping second gear.

Cynics will argue the MX-5 is for those who can't afford a TT. Perhaps. The Audi's technology and ambience annihilate the Mazda's. But it also beckons those who can't – or daren't – appreciate the MX-5. Only the Mazda is a legitimate sports car.





TEST 3: TRACK ANTICS

Why is it you look at these two and just assume the GT86 is the more serious, proper driver's car? Because it has a hard-top? Because of Toyota's back catalogue of rear-drive coupes? Pity the MX-5 at your peril. Yes, the Mazda is 39bhp down, but the torque gap is an inconsequential 4lb ft, and the MX-5 is 275kg (!) lighter. The Mazda also rides on proper rubber, its Bridgestone Potenzas clawing more grip just about everywhere than the Toyobaru's infamous Michelin Primacys. Yeah, the Prius tyre. As a result, the MX-5 lapped the tremendous little Llandow Circuit half a second faster than the GT86. Not that this test is about data – raw speed was at the bottom of the priority list when these two were being developed. But it just goes to show the zeitgeist's supposedly girlier MX-5 is no fairy cake.

In fact, at times, it's a bit of a hooligan. The sheer amount of bodyroll looks comical, but on board you've got to trust it'll stick and stay on the ball, because the shorter wheelbase and



less forgiving tyre breakaway mean when the lolloping body transfers its momentum into a slide, it goes quickly, and the altogether faster steering doesn't go out of its way to warn you. While the MX-5 lacks the Toyota's sense of the centre of gravity being somewhere around the floormats, its stickier tyres nail its front end more convincingly to the road. In the Toyota, leaning on the front hard through the fast right-handers at Llandow is a bit of a guessing game, because the fronts want to scrub wide.

That slight vagueness is a pay-off for Toyota's philosophy of reducing the car's grip, and remains at odds with a keener, wrist-roll turn-in and none of the Mazda's spinnaker body roll. The MX-5 never, ever understeers, but it, not the GT86, is the keenest to slide at the rear. So much for the Toyota being the modern-day oversteer hero, the car to bring those delightfully naughty squiggles back to the people. I like that, because I'm no drift hero but like to at least feel that I can agitate a car a tad. Ollie Marriage takes the GT86 back to Llandow's pits having performed the smoky drift shots and notes both of these supposedly underpowered rear-drivers will slide far further on the throttle than he'd predicted.

This one is by far the sweetest '86 I've yet driven. Be wary of cars that haven't done enough miles to give their best. For me, the D-4S boxer still sounds like a bear complaining into a filing cabinet, but at least the drone tapers into a decent zing of response as the central tachometer revolves past 5,500rpm. There's a much greater appetite for revs in the Toyota's purer sports-car engine than there is from the Mazda's workaday hatchback motor. Sharper throttle response makes it the easier machine to heel and toe in –





"THERE'S A MUCH GREATER APPETITE FOR REVS FROM THE TOYOTA'S SPORTS CAR ENGINE"

handy, since the GT86's long-throw, mechanical gearchange lacks the sweet, magnetic intuition of the MX-5's shift.

Awfully tough to split, these two. I like lots about the Toyota - throttle response, balance and its Porsche-like electric steering in particular. The Mazda is more wayward, easier to get your kicks from.

That the new MX-5 is the best one Mazda has ever made is not shocking, but the fact it can compete so strongly in all these disciplines - racetrack, town and country - is damned impressive. It's so gratifying at regular speeds, you could use it every day and have such a satisfying time doing so, you'd scarcely miss the fact that the same money could buy you more power. Of course the Audi costs half as much again as the Mazda - it is undeniably of higher material and technological breed. The Ford is a showcase for the boons of turbos. The MX-5 is closest in spirit to its Japanese compatriot, but edges it for laughs. Time for the snootier factions of cardom to stop laughing at the MX-5, and smile with it.



EMITTING DEFEAT

VW EMISSIONS SCANDAL EXPLAINED



WORDS: PAUL HORRELL / ILLUSTRATION: JUSTIN METZ

hen politicians sniff the blood of a scandal, a lot of noise and heat will be generated, but not usually so much light. It's difficult to see quite why Parliament's transport select committee decided to question Paul Willis, head of the VW Group in Britain, about the Volkswagen NO_x emissions scandal and its possible effect on British drivers. After all, the cars' compliance, or non-compliance, with European exhaust standards is a matter for the European authorities and the fix will be pan-European. So this was basically a bunch of not-very-technically-literate MPs on an afternoon's grandstanding.

And yet, sometimes such events can produce the soundbite that neatly characterises what everyone has been subconsciously thinking. For instance, you might remember that in the financial crisis of 2008, the CEOs of the stricken GM. Chrysler and Ford flew to Washington to ask for bailout money. One senator asked a question that was in one way irrelevant but in another perfectly abstracted everyone's resentments. "Couldn't you have jetpooled?" The three CEOs had flown from Detroit to Washington each on their own corporate planes; they were fingering the public purse without first having trimmed their own extravagances. And so this month came a similar moment when Paul Willis was up before the transport select committee. Asked Will Quince MP: "If the public can't trust you on emissions, can we trust you on safety?"

Pronouncements from the top of the VW Group over the past few weeks have all been about rebuilding trust. But for trust you need transparency. And there's been precious little of that. Basic questions to Wolfsburg get no answers. VW probably hopes if it keeps quiet, things will blow over. After all, Toyota is a highly trusted name now, yet in 2010 it was recalling 10 million cars after a handful of them reportedly jammed on full throttle. VW keeps parroting the phrase "our cars are safe and legal to drive".

But this is a cataclysm for the VW Group. Recall costs, possible buy-backs and corporate fines will all be huge over the next few years. So VW has already announced some big changes to the cars it will develop. But until we know how this happened, and can be confident changes have been made so nothing similar

"IT SEEMS THAT MOST DRIVERS DON'T CARE MUCH ABOUT NO_X"

can happen again, the VW Group is inevitably going to be viewed with a severe deficit of trust.

In contrast to all the fevered activity in Wolfsburg, right now there's remarkably little effect for people in Britain or Europe who own the affected VWs, Audis, Skodas and Seats. The ones who spent thousands of pounds and who might have been duped.

Willis told Parliament that some 400,000 UK cars, ones with the 1.6-litre versions of the EA189 engine, will need hardware changes. We expect – though VW hadn't confirmed at the



time of going to press – this means new injectors and software, and possibly new exhaust gas-recirculation (EGR) equipment. The rest, the 1.2 triple and the 2.0-litre four-cylinders, need only software changes. VW Group in Germany says that this makes a total of a staggering 8.5 million cars across the 28 countries of the EU.

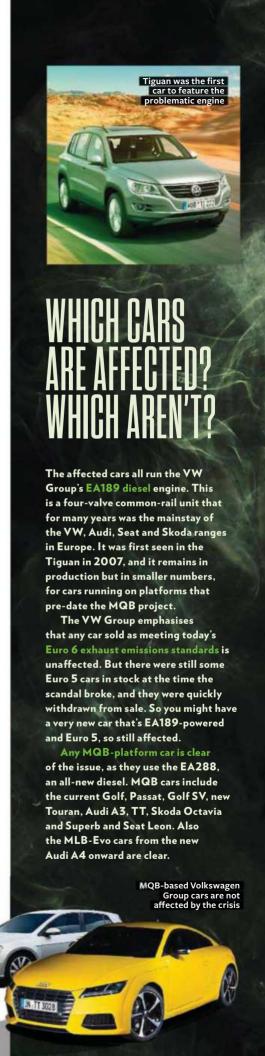
Bizarrely – and this is a sign of how meanly the Group is releasing information – VW Group hasn't actually confirmed, as we go to press, that the engines sold here did in fact employ the 'defeat device' cheat code during the European emissions tests. If the code was dormant, then a software flash would remove

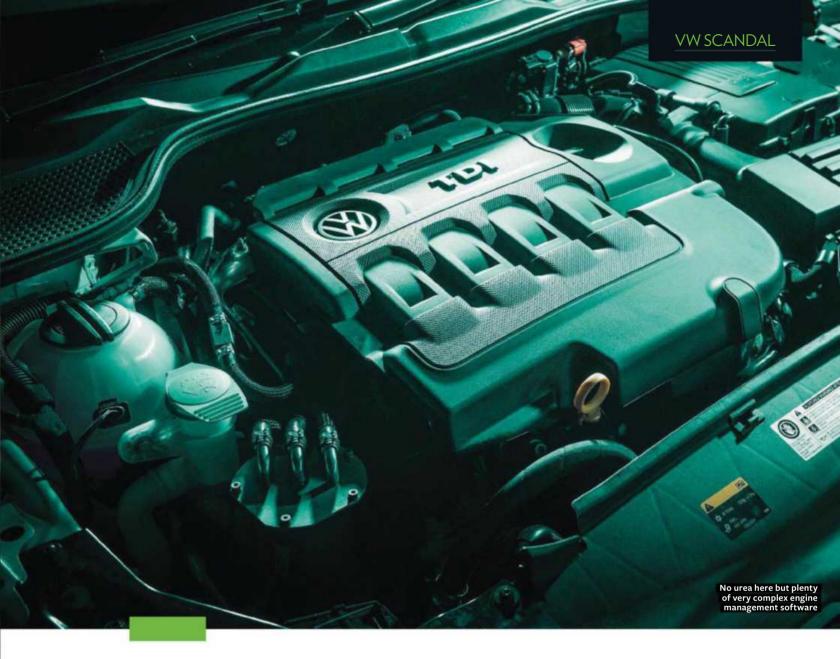
it with no other effects. That's plausible for the 1.2- and 2.0-litre engines. But how come the 1.6-litre engines need hardware changes? For those, we really must assume the defeat device was active in Europe as in the US.

VW Group has promised the engines will be updated to meet the standards relevant at the time they were sold. So they'll be legal. Willis told the transport committee that the engineers devising the update had been given the brief not to impair performance or economy.

And that's a crucial point. If either of those things suffer, owners would have faced the choice of accepting the modifications and then having a cleaner but thirstier or slower car, or of dodging the mods and worrying about MoT or resale issues.

In most of Europe it's a recall, but in the UK this isn't. It's a voluntary 'service action'. The VW Group brands in the UK have each written to the owners of affected cars, telling them there will be a service action, and that it will be free, and that the cars are safe and roadworthy in the meantime. The copies of





these letters seen by *TopGear* don't include the words "sorry" or "apologise".

The Government has also said it won't charge owners of the affected cars any extra tax, such as company car tax, for the time they had the car and it didn't meet the emissions standards it was supposed to.

Yet it seems trade in the cars has hardly been knocked. Discounts on new Group cars (which, of course, meet EU6) haven't risen, and residual values on old ones (the ones to be recalled) haven't dropped much. So it seems most drivers don't care much about NO_x. Used values are closely correlated to a brand's reputation, so perhaps VW's brand is valued and will bounce back, even if trust is damaged. And if VW brand showroom traffic has taken a slight knock, trade sources say Audi and Seat and Skoda haven't discernibly suffered at all.

So, across Europe at least, for owners and drivers of these cars, there's little need to panic. The modifications should be painless, the economy and performance shouldn't be

impaired, there are no tax implications, and likely little effect on values when they come to sell. Move along now – nothing to see here.

For the VW Group, though, the story ain't that painless. Not by a thousand times. Yes, it might be that the immediate storm passes and car sales hold up. But there are going to be immense costs, and that will affect the cars it sells in future years.

To understand why, we need to go back through the history of the issue. Back in the mid-2000s, to sell an economical car in the US, it looked like hybrid was the only answer. VW didn't have one, and believed – with a measure of arrogance perhaps – that the European answer, diesel, would do. So it mounted a major effort to wedge diesels into the US market. But the US regulations of NO_x emissions were far harder to meet than the European ones. Mercedes-Benz and BMW managed it with a technology known as SCR. This takes AdBlue, the trade name for a urea fluid, and injects it into a reduction catalyst.

The ammonia in the fluid reacts with the NO_x , producing water and CO_2 and nitrogen.

The reduction cat and the urea tank are hard to package into a car, and the owner has to add the fluid periodically. VW thought it had a better idea. It developed an all-new diesel engine, the EA189, with some clever injection and exhaust gas-recirculation technology which, it told the world, could meet the US rules without the SCR kit. These VWs and Audis were the only diesels sold in the US without SCR. We now know they couldn't meet the rules, except by cheating.

The first cost to VW will be fixing the cars to meet the rules. In the US, that probably means retrofitting SCR. This implies wholesale changes to the engine and the exhaust system, and finding room for the urea tank and the extra cat. Not to mention developing the fix and getting the parts delivered, and ensuring the dealer workshops aren't overwhelmed with it all. It's going to cost thousands of dollars per car on the 430,000 VW Group cars in the US that don't have SCR already.

When VW's USA CEO Michael Horn went before a Congressional committee, he reluctantly answered one question on the subject that VW was "looking into" letting customers sell their cars back. One very respected industry analyst, Max Warburton of Bernstein Research, says VW could save money long-term by offering to buy them all back, and add 20 per cent to their used value as a gesture of goodwill. He calculates that would cost nearly \$7bn – £4.5 billion. Gulp. And think of the environmental cost of scrapping half a million cars.

In Europe, the recall cost per car will be less, but there are nine times as many. So you can bet on a similar cost to VW here too.

Then there will be fines, in the US at least. Early in the scandal, a figure of \$37,500 per car in the US was bandied around – some \$18 billion or £11bn. But actually the US can only fine \$37,500 for the first 10 cars, not half a million. After that it's a sliding scale, with many factors taken into account. Overall, Warburton reckons the fine will likely be below a third of the first estimate. But that's still multiples of billions. Then we have an unknown number

'A CONSERVATIVE ESTIMATE OF THE COST TO VW IS £15 BILLION"

of class-action lawsuits on top. And local German prosecutors are pursuing criminal investigations, for which individuals could be held guilty. And beyond those unknowns will doubtless appear some of Donald Rumsfeld's as yet "unknown unknowns".

A conservative estimate, then, of the direct cost to the Volkswagen Group would be somewhere in the region of £15bn. Which sounds staggeringly big. In fact, it's only two years' profits. It is in itself manageable. But there will be other consequences.

For a start, VW will have to put other engineering on hold while it develops the fixes for the affected cars. That will impoverish the development of other future models. And it's likely that VW will move faster into electric cars and hybrids. Coincidentally, a year ago VW appointed BMW's head of R&D Herbert Diess to run the VW brand. He was put on gardening leave but took up his appointment in July this year. Diess is a purchasing and factory expert – skills vital to keeping VW's costs under control in the aftermath of the storm.

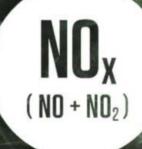


WHAT IS A DEFEAT DEVICE?

THE CRUX OF THE MATTER

That's the name given to it in the US emissions regulations, but in the VW Group case it's not a device at all. It's just a section of the immensely complex enginemanagement software code. It detects when a car is being tested for emissions. One trigger is that the steering wheel isn't turned at all. A second is the unique set of speeds and accelerations that the test cycle uses. Under these conditions, the management software switches to a special 'dyno calibration'. It runs the engine in a particular way to keep the oxides of nitrogen

(NOx) in the exhaust below the legal limits. To do that, it would, for example, occasionally run the engine with extra fuel to cleanse the NOx catalyst, or run at high levels of exhaust-gas recirculation to keep down the combustion temperature, which also limits NOx. But when the car is on the road, the engine switches to another calibration. Here it would reduce the over-fuelling, improving real-world economy and prolonging the life of the NO_x catalyst. It might also allow higher combustion temperature and pressure, improving power.



WHAT IS NO_x anyway?

IT'S TIME FOR CHEMISTRY 101

NO_x is oxides of nitrogen – NO and NO₂ (but not N₂O, which is a greenhouse gas but not significant in car emissions). NO_x combines with other air pollutants to produce compounds that cause or worsen respiratory diseases, especially among children, the old and asthmatics. It's closely linked to the LA smogs that were a big reason for emission controls being introduced in the US in the Seventies.

Don't confuse it (some commentators have) with CO₂, carbon dioxide, the main gas that is responsible for man-made climate change. Carbon dioxide goes into the atmosphere and reduces the ability of the planet to radiate heat. More fuel consumption means more CO₂. So diesels emit less CO₂ than petrols, but more NO_x - especially if they're cheating.







More positively, under Diess's watch at BMW, that firm developed the i3 and i8.

A month after the scandal broke, he announced that the next Phaeton would be all-electric, with long range and advanced driver assistance. A new modular electric matrix will be developed, for cars across several brands. The MQB matrix will be further developed, with emphasis on hybrid and plug-in hybrid cars, including mass-market EVs with a 200-mile range. Additionally, he announced that all diesels, whether they need it or not to meet local regs, will get SCR. Costly moves, all. But he also said that investments will have to be reduced by \mathfrak{Elbn} (£730m) a year. Some things will have to give, clearly.

This gives the impression of a company looking to the horizon, beyond the crisis. But it handily deflects the VW Group from talking about how it all happened too. And here things get very, very murky.

The line so far has been that this emissions cheat was the work of a handful of bad-apple software engineers who didn't tell their superiors. That's what Michael Horn told Congress. No one high up in Germany knew, he said, and no one at all in VW's engineering centres in the US knew. But hang on. This engine managed to overcome a hurdle that no other engine in the world could meet: passing US emissions tests without a reduction cat and AdBlue. Wouldn't the bosses at VW, a bunch of expert engineers and absolute detail freaks, have wanted to know how they did it? Wouldn't the company's patent lawyers have wanted to protect the method?

And anyway, this wasn't just one calibration or one engine. Even if it were, one freelance emissions expert quoted anonymously by Warburton says it would be a job for "tens if not hundreds" of calibrators. More than that, it happened systematically across the 1.2-, the 1.6- and the 2.0-litres. The US investigations show that the engine switched to 'dyno calibration' when it recognised a specific part of the US speed profile – which is different from the European profile. Yet the European cars cheated too. There were three generations of

"THE LINE IS THAT THIS CHEAT WAS BY A FEW BAD-APPLE ENGINEERS"

engine in the US that cheated, including the one in 2012–2015 Passats which had SCR. In other words, the cheating has worked its magic in different ways in different types of test with multiple engine variants over several years. A job for many engineers. The critical "who knew what and why" question hangs very heavy over Volkswagen.

And if it were just a few rogue calibrators, what does it say about the command-and-control nature of the company that they felt unable to tell their bosses? If they did tell, the company's desire to succeed in the US must have been spiralling into blindness for any consequences.

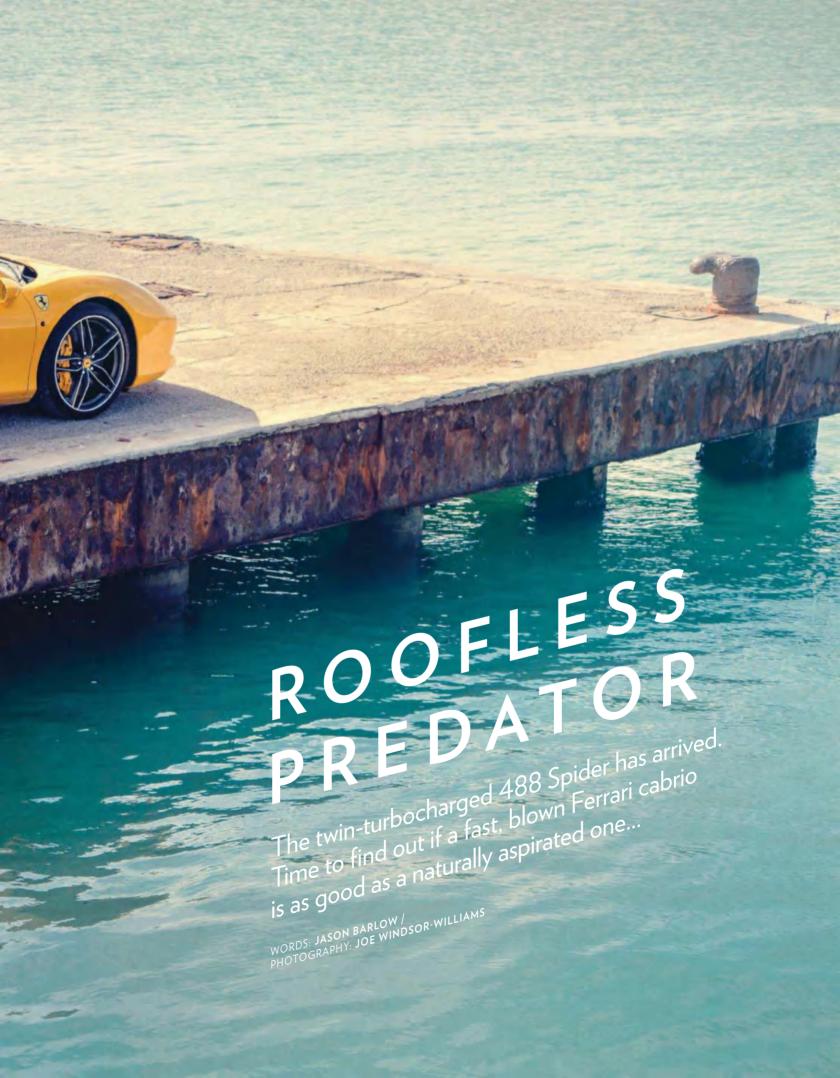
I have managed to come up with only one mitigating theory that might allow the perpetrators of this scam to have slept at night. That they, by hook or crook, delivered a low-consumption, low- CO_2 car to US buyers. They didn't worry about NO_x because NO_x at those levels was not seen as a problem by the European rules at the time. Is that enough to justify the biggest car-industry scam in history?

VW continually denied the deception. In April 2014, the non-profit International Council on Clean Transportation, worried about how emissions are worse on the road than in tests, asked West Virginia University to do some road testing. This revealed some VWs as producing up to 40 times the NO_x limits. The California and US environmental agencies (CARB and the EPA) got involved, and notified VW USA. VW USA told VW in Germany, which developed new software. From December 2014, it began to recall all 482,000 affected cars in the US and flash the software. But to be sure, the US authorities ran the on-road tests again, and again the car blew it. Over the summer, VW proposed some more explanations for the high NO_x, none satisfactory to the EPA. Finally the EPA told VW it won't be allowed to sell its 2016 diesel cars at all in the US unless it explained why the old ones had such high on-road NOx.

This kicked VW into action, and on 3 September this year VW in Germany told the EPA of the defeat device. That, says Michael Horn, CEO of VW USA, was the first anyone on his side of the Atlantic knew of the cheat. It was all down to a few rogue engineers in Germany, he says.

If the VW high-ups didn't know, then it's no surprise the EPA has already said it will do more "unpredictable" and surprising testing. The European tests will get tighter too. We surely need to bolster the ability of states and democracies to keep an oversight on multinational corporations apparently so far out of control that they end up persistently lying in order to keep poisoning us.





















here really is no such thing as a free lunch. With the global car industry still fumbling its way through the aftermath of the VW emissions debacle, Ferrari has reimagined its signature V8 to the tune of 661bhp, 561lb ft, while simultaneously slashing CO_2 and fuel

consumption. Yet all anyone thinks to ask about is the noise, and how crisp the throttle response is now that the engine is t****charged. How do these guys catch a break?

They don't. Because this is Ferrari we're talking about, and therefore we have unfeasibly high expectations. Sorry about that, chaps. Give the 488 Spider's spec a cursory inspection, and you'll have a serious headache long before you've figured out how the algorithms governing the E-diff's interaction with the traction control work, or quite how they can have improved the side-slip-angle thingy for extra slidey fun with impunity. Ferrari might still play on that old devil Enzo for a narrative kick, but right now, the technology story in Maranello could give the bum's rush to Silicon Valley's most Tefal-headed boffins.

Sure, the 488 Spider still has an engine and four wheels, just like the very first car Enzo Ferrari put his name to, 1947's 125 S, but in every other significant respect it might as well be an emissary from the fifth dimension. So what we're here to explore isn't the car's performance or handling – we already know these are unimpeachable – but its soul.

This is less easily located than it used to be. For a start, Ferrari is very businesslike these days. It knows that it needs to keep the new product flowing fast. The flotation on the US stock market is under way (the IPO values Ferrari at approximately \$10bn, which means the company is being scrutinised by merciless high-end financiers, and it needs to stake out the territory where luxury and technology intersect most lucratively. This has focused a fair few minds.

Then there's the fact that new invariably equals good at this end of the market. Not to mention that the sales split between Spider and GTB is almost 50/50. In fact, in the UK 54 per cent of 458 Italias sold were convertibles. In other words, this car matters.

Ferrari claims that the 488 Spider was developed around its retractable hard top, a slender two-panel item that weighs 25kg less than a regular soft top, creates that extra sense of security and rigidity, hides away in 14 seconds and crucially doesn't saddle the car with a backside the size of a small country. Ferrari's marketing boss also insists that coupe and convertible clients are quite distinct, and there's some puffery about being able to breathe in "nature's heady aromas".

Well, nature's heady aromas will have to move fast to keep up with a committed 488 Spider driver – as with the GTB, 62mph is done in 3.0 seconds dead, 124mph in 8.7, and the top speed, should you be absorbing the especially fragrant smells of the German autobahn, is 203mph. Not the car for Donald Trump, then, or anyone else of risky or bouffant coiffure.

Ferraris used to be a bit flakey. Even the otherwise entirely magnificent F355 – the 1994 reboot of the shabby 348 and the car that got Maranello back on track – isn't much to write home about inside. Its successor is an exquisite place to sit. The driving position is perfect, a low cowl helps the view ahead, and those gorgeously cresting front wings mean it's easy to place on the road. I found the seats a little thin, but the main instruments and multimedia – sited







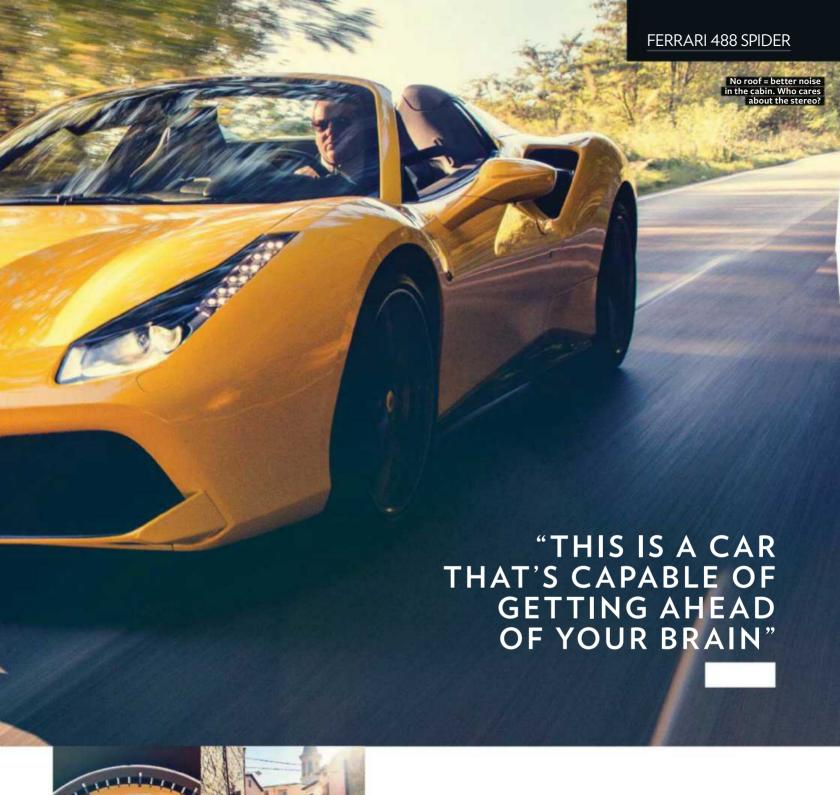
in two wings either side of the main display, but with the rev counter to the fore – are now easier to use, as is the satnav. It all feels fabulously well made, too.

Ferrari road cars long ago surrendered simple beauty on the altar of aerodynamics, and the 488 Spider's body is effectively an ode to this black art. Ferrari's design director Flavio Manzoni is adamant that aero functionality isn't the aesthetic impediment you might think. "If everything stays respectful of the technical principles, that's better," he says. "We would not feature bulges or scallops on the bonnet where they are not needed. So we have to understand what is beneath the skin." Highlights on the 488 Spider include the central Aero Pillar at the front, a rear diffuser with variable flaps, and the same brilliantly elegant blown spoiler as on the GTB. The upshot is a load of downforce without drag. The downside is that the engine is no longer visible. Those gaping central air intakes

also take some getting used to, but overall this is another modernist masterpiece from Maranello.

Time to go. We start in the hills several hours' journey south of Ferrari *centro*, and plan to wind our way into nearby Rimini, a Miami-lite beach town on the Adriatic west coast heavy with the peculiar charm of the out-of-season holiday resort. Chief test driver, the charming and modest (given his best-job-in-theworld status) Raffaele de Simone, politely asks that we put the 458 Speciale out of our minds. We'll try.

Anyone who's been lucky enough to drive a 288 GTO or F40 will tell you turbochargers don't necessarily stymie a Ferrari's sound. Now that the dust has settled on the GTB, this particular pair of ears can report that the 488 Spider emits a noise somewhere in the same postcode as epic if not quite party central. It starts with a baritone rumble that swells to a noise similar in frequency to the



one Brian Blessed must have made shortly after chewing through the umbilical cord of the baby he helped to deliver.

The technical reason for the Spider's fruity sonics is a combination of equal-length tubing on the exhaust headers, its flat-plane crank, and some assiduous harmonic tinkering. But the fact is, nobody wants a Ferrari that doesn't sound like a proper Ferrari. Including Ferrari. It's definitively not as visceral as the 458 Italia, but by any objective measure it sounds pretty

ruddy fabulous and frankly could peel the paint off the walls of any tunnel you choose to blast through.

Like the GTB, the Spider is a monumentally fast car, but accessing it is as much about exploiting its 561lb ft reservoir of torque as it is tapping up its 661bhp. Ferrari's variable-torque geometry effectively mimics the delivery of a high-revving normally aspirated engine, dishing up progressively more grunt in higher gears, but while it simply vaporises the straight bits between the corners, it does so in a way that prompts some mental rejigging. To be honest, this is one of those cars that is capable of getting ahead of your brain – it's *that* fast. But I don't remember short-shifting through the gearbox quite as frequently in previous mid-engined V8 Fezzas (though the superb seven-speed dual-clutch set-up makes it a treat), and you no longer find yourself homing in on the red line like a loon. We're talking Bryan Ferry rather than Blessed.











The shift strip lights on the steering wheel seem to illuminate a whole lot earlier, and you're definitely riding a torque wave – a bloody big one, admittedly – than surfing all that lovely power. It still warps forward with enough pace to turn the air blue, and a throttle response of 0.8 seconds – while a tenth slower than the 458's – points to an almost total lack of turbo lag. But... it isn't quite as fun to drive. The difference could lie in the 1,000rpm that have gone missing at the top end compared with the 458 Speciale (sorry, Raffa).

Goodness me, its chassis is impressive, though. Good job: this part of Emilia-Romagna turns out to have some of the most heinous road surfaces on the planet. Ferrari claims the 488 is 23 per cent stiffer than the 458 Spider, and its structure only winces when confronted with the very worst surfaces (I suspect Mars is better maintained). Meanwhile, the car's E-diff, F1-trac and ESP work in blissful harmony, and the side-slip angle control system that debuted in the 458 Speciale gets a v2.0 upgrade. It takes the pulse of the car's electronic chassis software – which now includes the active dampers – enabling it to blast out of corners with an almost comical mix of poise and flamboyance. Its magnetorheological damping system also gets a reboot, and the 488 Spider's ride is sublimely good as a result, even with the

same spring rates as the GTB (our car was on Michelins, but Pirellis or Bridgestones are also available – all bespoke for the 488, the difference between them undetectable to all but the experts).

Frankly, it's difficult to think of another fast car that has such an expertly judged balance of handling and ride. McLaren's 650S is arguably even cleverer and gets very close, but the 488 is friendlier on the limit. The latest-generation carbon-ceramic brakes are derived from the LaFerrari's; they're powerful enough to turn loose cabin objects into ballistic missiles, but lack feel on initial application. De Simone describes them as "almost living things... the system learns what you need and they develop more feel". I almost believe him.

Rimini elicits various beeps and honks from passing Vespas, a few selfies are taken, and the car is mobbed on the quay. "Si, si, quattro otto otto, bella!" Italy should indeed be proud. Ferrari is a company at the top of its game, a master of both the invisible new software and the heart-pumping hardware. Purists won't readily park the memory of the high-revving genius of the 458 Speciale, a car that will go down in history as one of the greats, maybe even the greatest normally aspirated V8 ever. The 488 has traded some of its soul in return for greater efficiency and even higher performance, but it's hardly a Faustian pact. And just think of all the extra heady aromas you can inhale with the roof down.

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EDITED BY OLLIE MARRIAGE

TOPGEAR'S LONG-TERM CARS TESTED AND VERIFIED



The Lexus is off. Esther remembers the good times

And the RRS is leaving as well. A sad day for Tom

SEAT LEON

"Give us more room" we said, and a roofbox appeared | Bloodhound has been out. To an exhibition



HELLO • 1999cc, 4cyl diesel, RWD, 178bhp, 317lb ft • 67.4mpg, 111g/km CO_2 • 0–60mph in 7.4 seconds, 140mph • 1565kg £ £34,775/£43,815 **Total mileage** 710 **Driver** Jack Rix **Why it's here** Has Jag really cracked the '3-Series' thing?

ur Jaguar XE was probably looking forward to a gentle introduction – several slow commutes, a few admiring glances, you know the thing.

Instead, we threw it into the fiery slugfest that is the compact executive class these days. No sooner had it arrived at the office gates than it was about-turned and pointed towards Wales to meet the C-Class and updated 3-Series in a wet 'n' wild road test. You can read how it fared in the last issue, or I can save you the effort: it didn't win. Problem was, it was fighting with one hand tied behind its back.

On numerous occasions, the satnav system crashed, prompted you to reboot and would promptly crash again. Not great. Fortunately smartphones these days do the satnav thing so well it wasn't a disaster, and Jag has now taken the car back, flashed the system and it's back up and running – but it certainly soured first impressions.

Moving on, because, teething problems aside, the XE is wonderfully executed in nearly every area. The styling, although generic in places, has enough flair to turn heads and it's got the nod from my wife, a stubborn Audiphile. I'm especially pleased with the 19-inch Venom alloys – not cheap at £900 – but their increased diameter hasn't spoiled the plump ride quality.

IN DETAIL









Behold: a Jag at a stag! Shame the rear space is insufficient for long-legged pals

You will notice I've managed to augment the standard price by £9,040 with some expert optionisation of the XE (I subscribe fully to Tom Ford's policy that if it's not fitted, you can't test it). The heated and cooled front seats (£800) are phenomenal and about to come into their own as temperatures start to plummet. Even the rear seats are heated – so those in the back can't complain of a bum deal.

The three priciest extras, costing a neat £1,000 a pop, are the head-up display (nice to have, but not really necessary), the parking assist (haven't used it yet because I'm too proud to admit a machine knows best) and the sliding panoramic roof (beautifully integrated, but is it just me who feels uneasy when you see that great hunk of glass levitating above the roof?).

What we'd really like to buy, though, is some extra rear legroom, because it is seriously cramped back there – as demonstrated by my two abnormally lanky friends en route to a stag do in Suffolk. Even behind little five-foot-eight old me, it's a squeeze for normal-size adults.

It's not ideal, but I think it's a calculated risk by Jaguar to preserve that sporty silhouette. I'm prepared to give Jag the benefit of the doubt, so will keep a tally of the number of times I actually use the back seats each month to see if the XE's only real fault really matters.

GARAGE LOGBOOK XE 2.0d R-SPORT

GOOD STUFF

Lt's not a 3-Series

- A Gruff from the outside, but quiet and refined where it matters Ingenium engine is a big improvement over Jag's old 2.2 lump.
 Punchy, too
 - ▲Heated and cooled front seats keep your bum happy

BAD STUFF

- ▼ Rear legroom is seriously tight – anyone over six-foot will be whingeing within minutes
- ▼ Erm... the infotainment system crashing repeatedly
- ▼ Eight-speed 'box occasionally jerky on kick-down

MILEAGE AND MPG THIS MONTH

0007107

On the slide



ve complained before on these pages about the Twingo's hyper-aggressive, un-switch-offable traction-control system,

a supernanny of Jo Frost severity that smothers any attempt at rear-drive silliness under a 15-tog safety blanket.

Further comprehensive investigation has revealed, however, that the real issue occurs when the Twingo detects a discrepancy between front and rear axles – when hopping over a speedbump, for example, or if the nose gets caught by a gust of wind. But in terms of lateral leeway, the Twingo's TC is actually far more forgiving. True, it won't allow you to engage in Ferrari 488 GTB-style oversteer on your local miniroundabout, but at least it lets you get towards the limits of those skinny rear tyres before shutting down all the fun.

For His Stigness, of course, 'getting towards the limits' isn't good enough. On a recent shoot at Dunsfold, the white-suited one decided to test the little Twingo's performance credentials... by ripping out the traction-control fuse before engaging in some handbrake-based silliness. The result? Not wanton drifts, exactly, but – as evidenced in the shot below – certainly a healthy willingness to get, in the carmagazine vernacular, crossed up. You can see the video on TopGear.com.

Some may complain, reasonably, that such research is hardly relevant to Twingo's target market. But, as the saying goes, when life gives you a rear-engined, rear-drive car, make rear-engined, rear-drive-ade.

REPORT 8

- 898cc, 3cyl, RWD, 89bhp, 100lb ft
- 65.7mpq, 99q/km CO₂
- 0-62mph in 10.8secs, 103mph
- 943kg £ £12,595/£13,765

Total mileage 6980

Driver Sam Philip

Why it's here Is this the best city

car on the market?





GOODBYE 2494cc, 4cyl turbo petrol hybrid, AWD, 153 + 141bhp, 155 + 199lb ft 54.3mpg, 121g/km CO₂ 0-62mph in 9.2secs, 112mph 1785kg £ £42,995/£44,640 **Total mileage** 13,704 **Driver** Esther Neve **Why it's here** Is this a worthy competitor to the Evoque?

S

o, this is it. The end. La fin. Das Ende. The Lexus is no more. Insert sad-face emoticon here.

It's had a bit of a rocky ride, the poor thing. For reasons known only to the road-test team, it was decreed that the most hybrid-cynical member of TG should run it (that's me)*. And, to compound the issue, sadly for the Lexus, I have an 80-mile round trip every day, most of it on motorway or motorway-style roads.

In reality, the NX is an ideal yummymummy town car. Perfect for high-seatingposition runs to the local school to drop off children for a day of robust swotting. Perfect for quick sprints to collect offspring from ballet, yoga or hummus appreciation classes. Perfect for trips to Waitrose for the weekly shop and a free cup of coffee. Lots of people use it regularly for such activities and are super-thrilled with it. But this is not my life.

So, how did it cope with multitudinous motorway miles and unforgivingly long journeys? You already know the answer to this, naturally: it coped just fine. The fuel economy was never quite as high as I would have hoped for (had I done lots of town driving, this probably would have improved









Boot was spacious enough, but for more room, better not to collapse the rear seat as it didn't fold flat and you got a better deal using it as an extra storage bench dramatically), once reaching the heady heights of 37.1mpg. All together now: Ooooohh.

But the NX is about more than fuel economy. It's about comfort, which it has in spades. It's about sufficient luggage space, which it also has (but try to remember that the bootfloor does get very hot). It's about a super-useful, licence-saving head-up display, which I loved. It's about key-free locking, unlocking, starting and stopping – another superb feature.

And it's all standard. The only extras we added were the paint (great colour) and the panoramic glass roof (wouldn't do that again, would have preferred to get roof bars instead). All things considered, then, the Lexus has gone from zero to hero in my estimation – an impressive achievement when paired with the office cynic.

GARAGE LOGBOOK NX300h Premier

GOOD STUFF

A Head-up display is now top of my must-have option list in a car

▲ Stereo was pretty good, once you'd figured out how to fine-tune it

▲ Great colour!

BAD STUFF

▼ Touchpad too sensitive and often did the wrong thing at the wrongest time possible. Arrrrqqhhh

▼ CVT gearbox drove me mad initially. I learned to live with it eventually

MILEAGE AND MPG THIS MONTH







HELLO ● 1998cc, 4cyl VTEC turbo petrol, FWD, 306bhp, 295lb ft ● 38.7mpg, 170g/km CO₂ ● 0-62mph in 5.7secs, 167mph ● 1378kg £ £29,995/£30,520 **Total mileage** 1176 **Driver** Stephen Dobie **Why it's here** Is the Type-R a practical daily driver?



he Honda Civic Type-R lost out to the Volkswagen Golf R in our recent hothatch bonanza. But I reckon it's the one I'd

have out of the two. If the sums worked out. I'm certain it is.

Yeah, you want some usability, and the Golf R probably triumphs at being an amiable ally for the sensible stuff. But you also need silliness. Which leads naturally to the Type-R's bodykit. Several of the TG team have declared it "a bit much", but away from mere pictures and under natural light, it's really, really grown on me. Especially since we specced ours in Brilliant Sporty Blue, a colour classier than its name suggests.

Paint aside, our Civic is sparsely specced, as these things go. By foregoing GT trim, we've lost out on auto lights, satnav and a gaggle of active safety stuff. But then such focus feels fitting for what Honda declares "a race car for the road". And sure enough, this is a car that feels quite full-on in London traffic, with potholes and speed bumps asking for more of your attention than if you were driving that Golf.

There's also no automatic option, which is entirely correct for a car like this.
Especially when the shift at the end of the Civic's stubby lever is so wonderfully precise.









Seats are of the extremely hugging variety and surprisingly comfy. Gearknob still round and metal... as it should be

It's easy to find yourself changing up and down on a whim, just for entertainment.

Certainly I have, as thus far the majority of my time in the Type-R has been sanely running it in, having found just 202 miles on the odometer upon first clambering into its impeccably supportive wing-back seats. Such sensibilities aren't really a big chore, however: in the old-school days of naturally aspirated VTEC engines, I imagine keeping below 4,000 revs or so would be frustrating. But one upside of newly turbocharged Type-Rs is a spread of torque that ensures the Civic is still rather quick, regardless of how near the red line you are.

Still, a big trip up to Yorkshire beckoned, so I managed to get 700 miles under its belt before hitting the undulating roads of the Dales, a journey which felt akin to a Born Free mission taking a lion from captivity to the wild. Sufficiently run in, the Honda deserved an appropriate stage to perform upon, and in truth, felt even more senior than its 306bhp and BMW M2-beating 'Ring time suggests.

Over such roads, I'd defy anyone to choose the Golf over this. So that's why our Type-R is going to be given a tougher test for the next few months – as an everyday family wagon. Can its deeply scalloped boot and under-seat storage overcome its inner, ragged-edge racer?



GOOD STUFF

- Brutally quick, to put it mildly
- ▲ Gorgeous shortthrow gearchange like Type-Rs of old
- It's got a proper mechanical diff
- ▲ Standard wingback bucket seats are superb: supportive over long distances

BAD STUFF

- ▼ Gets a lot of attention on the road. Some of it unwanted
- ▼ The media system lacks nav, and could be a lot more intuitive to use
- ▼The seats may cocoon, but the cabin doesn't: din at motorway cruise speeds

MILEAGE AND MPG THIS MONTH

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FORD MONDEO

Flash of magic



t's something of a cliche, though largely true, to say that these days nobody makes truly bad cars.

Of course, there are a few exceptions, but if you want to buy, for instance, an estate that is good value, reliable and practical, you are spoilt for choice. Therefore, very often, it will be one tiny little design feature that makes you smile and want one car over another.

In the case of my Mondeo, it's the indicators. No, really. I just love the way that rather than simply flicker on and off like on most cars, the Ford has a row of tiny orange LED lights that light up in order. My pictures don't do it justice, but trust me – it looks cool. As far as I am aware, only Audis currently feature something similar. My Mondeo is an outstanding all-rounder and difficult to fault – but touches like this make it feel that little bit special.

REPORT 6

- 1997cc, 4cyl turbodiesel, FWD, 176bhp, 195lb ft
- 56.5mpg, 130g/km CO₂
- 0-62mph in 8.7secs, 135mph
- **1703kg £ £27,165/£33,510**

Total mileage 3310

Driver Adam Waddell

Why it's here Is Ford's family favourite still a sensible family choice?







GOODBYE ■ 2993cc, V6 turbodiesel, 4WD, 290bhp, 443lb ft ■ 40.4mpg, 185g/km CO₂ ○ 0-62mph in 6.8secs, 138mph ■ 2115kg £ £76,250/£95,250 **Total mileage** 21,922

Driver Tom Ford **Why it's here** Is there any point in a Range Rover 'Sport'?

R

unning a Range Rover Sport was never going to be a chore, and so it has inevitably – and rather satisfyingly –

proved. The TDV6 engine has been faultless, strong and always sufficient, relatively frugal – we're up at 33+mpg now – and a pleasant, thrummy cruiser. The eight-speed 'box is perfect for this kind of car, especially deft off-road if you need to crawl around at half an mph, quick enough to remain inconspicuous going faster in Dynamic Mode while switching gears from the paddles – and the gearing is perfect, no doubt helping out with that decent mpg reading.

Despite the recurring jokes about Land Rover reliability, nothing has fallen off or broken, though we've had some minor warning lights that reset after a full stop and start. Electronic self-healing. It's probably worth mentioning that the temporary disengagement of the active suspension was actually more fun than it sounds, too.

There are a couple of flies in the automotive ointment, mind. First up has to be the multimedia system and general interface, including the satnav. Basically, it's just not very good these days, slow to react and annoyingly unintuitive. The nav is basically potty, and will choose random and quite bizarre routes, even for simple journeys. Updates are on the way, and they can't come soon enough. Some of the options are also very overpriced for what they are – the rearseat entertainment at £2,500 is a prime









Many happy memories of the RRS. Interior was an acquired taste, though. And the only thing to go wrong was the suspension example – so make sure you know what you'll use before going mad ticking boxes.

There's also the slightly uncomfortable feeling that this car has been engineered to live up to the Sport tag - and it's lightly amazing at doing so - but beating the compromise out of an inherently undynamic physical arrangement still feels largely pointless. To me, at least. You want to go fast? Get a fast estate. Saying that, the RRS deserves a place. Specced wisely, it's reasonable money, and offers a Range Rover experience in a slightly smaller, more nimble package than a full-fat RR. It's a solid eight, rather than a mind-blower, but it's been enjoyable and useful, and will do sterling service for the thousands who obviously agree.

GARAGE LOGBOOK AUTOBIOGRAPHY

GOOD STUFF

▲ Engine and 'box ideally suited – and work great together

▲ Handsome and solid – looks fab anywhere

A Remarkably easy to drive fast, with surprising dynamic ability

BAD STUFF

▼ It's a big car with limited rear space. Boot's big, though

▼ Multimedia is outdated; satnav is patently mad

▼ Some of the options are many £s, without the value

MILEAGE AND MPG THIS MONTH

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VW GOLF R

Coast to coast



he R, as is its way, is clever at balancing choice. Usually I run around in Individual mode, combining the

intermediate steering weight and damper setting with Sport throttle response, and Eco aircon. Worth 5bhp at least. Softly-softly Comfort mode is reserved for the speed bumps in the last few yards of my commute, and parking. Race is overkill for everyday driving, and Normal – why bother? It's a 300bhp hatch...

I've been experimenting more with Eco mode, though, which decouples the DSG's clutches when cruising, so you can coast 'for free'. The results are healthy. I drove to Cardiff in Individual and recorded a respectable, stable 33.4mpg. Switching to Eco for the return leg upped that to 38.7mpg (and climbing), for an identical journey time. Encouraged, I squeezed 410 miles from one 55-litre tank this month. Pity there's a slight lurch when the clutches re-engage, though, so 20mpg service will resume next month.

REPORT 5

- 1984cc, 4cyl, AWD, 296bhp, 280lb ft
- 40.9mpq, 159q/km CO₂
- 0-62mph in 4.9secs, 155mph
- **▲** 1495kg **£** £30,820/£41,330

Total mileage 6120 Driver Ollie Kew

Why it's here Can we expose chinks in the ultimate Golf's armour?







REPORT 3 1998cc, boxer 4cyl, AWD, 148bhp, 258lb ft 50.4mpg, 145g/km CO₂ 0-62mph in 9.7secs, 119mph 1622kg ££30,995/£30,995 **Total mileage** 4831 **Driver** Andy Franklin **Why it's here** Has Subaru's move to the mainstream struck gold?



his month, TG's Outback got a chance to stretch its legs, get away from the tedium of commuting and head to the south of France

for our family holiday. If you are going to have a car, I always think you need to take it on a long journey to really understand its strengths and weaknesses.

In an earlier report, I mentioned I was a bit disappointed with the space in the boot and so I had a mild panic about getting all the family's kit in. But this was without knowing about the secret storage hole under the boot floor. The Outback has no spare tyre, so where that would normally sit is a clever sunken storage hole. Which, handily, is wide enough to fit many bottles of wine securely on the way home. Well, when in France...

So, with all our stuff crammed in, we headed off. A quick blast to Dover, across the Channel and then east around Paris onto the A10 to Cahors using the rather stylish and easy-to-use central console to navigate our way down.

After 727 miles, we arrived. The Outback was an excellent cruiser, not rapid by any means, but what it lacks in speed it makes up for in comfort, practicality and



IN DETAIL



The Outback sits 200mm off the ground – great for clearance. Centre console is brilliant

economy. The seats are mega comfy and fit around you nicely, and the whole interior feels well-made and robust, which is what you want on a long journey – and for life.

We managed about 48–50mpg for most of our holiday, which is an improvement over the 40–41mpg I'm regularly getting at home. Maybe the quality of the roads makes a difference! Paying 80p a litre certainly does...

Overall I was pleasantly surprised by how nice the Subaru was to use over a long period, even with my dislike of the engine. It feels like the Outback is made to last and will cope with anything you throw at it.

The only complaint is that it's a shame the car doesn't look more upmarket – I'm constantly envious of Merc, Audi and BMW drivers, but at least it's not a French car...

GARAGE LOGBOOK OUTBACK 2.0D SE PREMIUM

GOOD STUFF

- ▲ Sunroof goes all the way back and has different modes
- ▲ Plenty of room for holiday kit, once you discover the hidden storage

BAD STUFF

- ▼ Pedals are off-centre, so they tend to give me footache
- ▼ The noise of the car unlocking when the clutch is released is very loud and very annoying

MILEAGE AND MPG THIS MONTH

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FIAT 500X

System failure



ve been doing a lot of motorway commuting. This 500X has a really top-notch motorway lane-keeping system. But

its blind-spot warning, part of the same £650 pack, is woeful. Oh, it has excellent powers of perception. But its criterion for warning you, and the size of its defined 'danger zone', is the same whether a vehicle is receding back out of the danger zone or blasting into it. In other words, if you indicate to overtake and there's something faster in the outside lane, you get a warning, which is right and proper. But if you indicate promptly to move back in front of the vehicle you just passed (because there's a Range Rover Sport driver up your chuff making assumptions about cuddly little Fiats), you also get a piercing, infuriating beepbeep admonishment. You can switch the beeper off, leaving just a flashing orange light in each mirror, but that's just capitulating to poor software.

REPORT 2

- 1598cc, 4cyl turbodiesel, FWD. 120bhp, 236lb ft
- 68.9mpg, 109g/km CO₂
- 0 0-62mph in 10.5secs, 116mph
- **1320kg € £20,845/£24,004**

Total mileage 6801 **Driver** Paul Horrell

Why it's here Why are small FWD crossovers taking over the world?







REPORT 4 1984cc, 4cyl petrol, FWD, 276bhp, 258lb ft 42.2mpg, 158g/km CO₂ O-62mph in 6.1secs, 155mph 1440kg £ £29,205/£32,020 Total mileage 7660

Driver Dan Read **Why it's here** Is it really the king of hot hatch estates?

nother month, another accessory, and further proof that the Leon suits headwear, whether it's a bike rack or a fetching roofbox.

It's a slippery, slimline number called the Thule Touring Sport, and though it's really supposed to hold a few skis and salopettes, it also neatly compensates for the in-car luggage room sacrificed by taking animals and humans on a weekend trip to Dorset.

Specifically, it adds 300 litres of space for a load of up to 50kg - more than enough to hold a few carryalls and walking boots to make the cabin a little less squished. But aside from this, I reckon it actually makes the Leon look even more purposeful, and it even shares the car's streamlined silhouette.

I'm probably getting overly chirpy about this, but hey, it's about as sexy as a roofbox is ever going to get, and (as you've probably gathered by now) I like things that make virtues out of dull necessities. Our lovely bright blue Seat does that in many ways, which is why I'm liking it more and more.

On a practical note, the box is ridiculously easy to attach (a couple of crablike claws simply grip the roofbars), locks safely so you can leave your luggage up there unattended,



IN DETAIL



Many people and much luggage meant a sleek roofbox was a welcome addition to the Seat Leon for a recent trip to deepest Dorset

and, due to its low-drag shape, wind noise is kept to a bare minimum. Fuel economy dropped slightly, but only by one or two mpg, which is admirable considering I also had extra people on board.

And despite being loaded up like a donkey, the Leon barely noticed. If anything, it felt a little more settled under the extra weight, and the 2.0-litre turbo was just as punchy. Because remember, underneath all the sensibleness lurks a 276bhp hot hatch, ready to escape given half a chance.

On roads like the B3157 between Weymouth and Bridport, those chances arise often. At times I forgot I had company and cargo, until being lightly admonished by the spouse in the passenger seat*. If it weren't for that, we'd have driven along as normal, and my earache might never have happened.

CUPRA ST 280

GOOD STUFF

*If my wife is reading this, you were right. I probably did brake too late for that corner. But those discs are exceptionally powerful and the pedal is very nicely weighted, don't you think?

BAD STUFF

▼ Boot floor could do with a strut to prop it up while you get to the spare tyre and tools

▼ Only the driver's seat is electric. Front-seat passenger must adjust things the old-fashioned way

MILEAGE AND MPG THIS MONTH













REPORT 10 Rolls-Royce EJ200 turbofan, Nammo hybrid rocket, 47,700lb thrust 200 litres of jet fuel and 800 litres of rocket fuel per run @ 0–1000mph in 42.0secs, 1050mph # 7750kg Weeks to go 21 Run by Mark Chapman Why it's here It's Bloodhound SSC...



e were blown away. Not by the jet or rocket, but by your enthusiasm. I know that sounds corny but, honestly, we can't believe how well

Bloodhound was received at its public debut. How did the unveiling at Canary Wharf in London come about? Well, as I mentioned last month, we had to make a decision on when to run Bloodhound in the UK. The narrowing weather window, plus the fact we're not exactly flush with funds (even though we've calculated that Bloodhound's entire budget to break 1,000mph is a fraction of what a Formula One team spends each season!), meant trying to get to Newquay

Instead, to give the project a promotional (and hopefully financial) boost we decided to show the car to the public for a couple of days, to prove we have something tangible here, a real, working record-breaker.

this year didn't make much sense.

We should have guessed what we were in for when all 8,000 tickets went in the blink of an eye. In the end, another 2,000 people turned up in the hope they're be able to get in. We made sure they did. If you came along I really, sincerely hope you got a lot out of it and didn't have to queue for too long









Air brakes will go here! Nearside left uncovered so people can see how it works

How good does Bloodhound look under studio lights, even with a sheet over? Proud moment for all concerned

Seeing as we ran out of merchandise on day one and several members of the team lost their voices. I think you can guess it all went pretty well. And what a centrepiece Bloodhound was: 5.2 tonnes at the moment (one of our engineers quessed its weight based on the spring compression and was only 10kg out...), empty of fuel, fluids and rockets. Even we're still fascinated when peering in through the open flank to see the rocket impeller pump and rear suspension.

What next? Well it's now back in the workshop at Bristol, and as you read this the stripdown will be well underway. Yes, that's right, we're taking it to bits again. We now know it fits together, but one or two of the parts aren't in their final spec and any gaps and spaces you can see will eventually be filled - there's very, very little spare space.

BLOODHOUND

GOOD STUFF

We've announced a date: all being well, on 15 October next year we will break the existing record and go beyond 800mph

Your reactions to the car made all the years of effort worthwhile!

BAD STUFF

▼ Many exhausted people in the wake of the show. One team member was too tired to make it to the hotel and slept next to the car for the night...

▼ Still waiting for a rocket-testing date from Nammo

MILEAGE AND MPG THIS MONTH



AUDITTS

Night crawler

t's midnight and I could be tucked up in a hotel in Leeds. Instead I've elected to drive 200 miles home in a car

with no cruise control. It's borderline foggy and there are roadworks. Guess how many miles of my 120-mile stretch of the M1 consist of 50mph limits, average speed cams and flashing red crosses... 80 miles. Isn't that a joke?

Come to think of it, no, it really isn't. A journey that should have taken under three hours, takes over four. Misery. Still, droopy eyelids are resisted by diversions through Barnsley at nightclub kicking-out time and, later, the Brackley roundabouts.

These are a reminder that the TTS is really no slouch around corners. Yes, when it's really tight and twisty, like in the Lake District a couple of months back, you bemoan the turbo lag, but here the TTS feels rapid and incisive. It sounds good for a four-cylinder, too, and the upshift pops are, quite literally, cracking. A welcome shot of adrenaline at 4am.

REPORT 6

■ 1984cc, 4cyl turbo, 4WD,

306bhp, 280lb ft

38.7mpq, 169q/km CO₂

0 0-62mph in 4.9secs, 155mph

1365kg £ £40,310/£48,970 €

Total mileage 8027

Driver Ollie Marriage

Why it's here Does the TTS have real

sporting smarts?









REPORT 6 6166cc, V8, RWD, 707bhp, 650lb ft 15.6mpg, n/a g/km CO₂ [©] 0-62mph in 3.9secs, 199mph [▲] 2013kg **£** \$60,990/\$65,695 **Total mileage** 5600

Driver Pat Devereux **Why it's here** What's it like to live with a 700+bhp muscle car?

f you think we are going overboard with our praise for the Challenger Hellcat. think again. It's not just us - the whole of America is

transfixed by it and its four-door brother, the Charger Hellcat. No better demonstration of which occurred at this year's Woodward Dream Cruise in Detroit.

What's the Woodward Dream Cruise? It's the blue-collar version of Califonia's Pebble Beach Concours. Instead of static, over-polished garage queens being the main attraction, the cruise is a multi-mile moving motor show watched by a million people on Woodward Avenue from suburban Detroit into downtown. And back.

There are a lot of hugely valuable cars here, but they are almost 100 per cent USbuilt. The stars are not Mercedes or Maseratis - it's local muscle cars that take centre stage. And the muscle of the moment is the Hellcat with the supercharged heart, no question.

The night before the cruise, Dodge held an event to settle a Hellcat grudge match. Two competing US car-build shows – Fast N Loud and Roadkill - had been given a Hellcat engine to drop into a classic Dodge, to prove who builds the better, faster cars.









Welcome to the Hellcat party. Bring your own strait jacket and join in the, um, fun?

There was quite a lot of backchat on the web leading up to the event, but no one was ready for the spectator turnout. Expecting a handful of people from both sides, Dodge was stunned when over 10,000 turned up to watch the Hellcat rumble.

With that kind of audience, the point of the Hellcat's popularity was proven, but let the record show that Richard Rawlings's 1967 'Shart Cat' Dodge Dart beat Roadkill's 1968 'General Mayhem' Dodge Charger with a 9.05-seconds quarter-mile.

The next day, Dodge dominated the proceedings with its thrill rides, burnouts on a moving flat-bed truck and other stupidity. But even that wasn't enough for Dodge boss Tim Kuniskis. "We don't know when or where, but trust us, it will be even bigger and better [next year]." My Hellcat? Still as strong as ever.

GOOD STUFF

- Nothing touches it for fun per \$
- You can carry four people plus luggage in easy comfort
- The boot is bigger than some crossover load areas

BAD STUFF

- ▼ Starting to attract a lot of attention. The Hellcat badge means something good to a lot of people now. Including cops
- ▼ Being asked to every traffic light

MILEAGE AND MPG THIS MONTH

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NISSAN JUKE

Crystal balls



ow, I'm not claiming to be a soothsayer. But six years ago, when first testing the Nissan Juke, I surmised that it'd make a great base

for a hot hatch. People laughed. Loudly. Roll forward to 2015, and a Nismofettled Juke with a proper shopping list of hot-hatch hallmarks. Who's laughing now? Surely I should be filing my invoice to Nissan demanding money for IP infringement?

Well, maybe not. As I've found the Jismo to be a bit 'all the gear, no idea'.

With horsepower on the right side of 200, Recaro seats from a Clio Cup, a mechanical LSD like a Corsa VXR and Alcantara innards like a Porsche GT3, it has the right components. But they don't gel.

The diff is unfashionably aggressive, it torque-steers viciously and feels horrible changing directions guickly - that may have something to do with its jacked-up ride height. Or, it could be a case that I'm just driving it wrong. More investigation is needed. By someone else preferably.

REPORT 3

- 1618cc, 4cyl, FWD, 215bhp, 206lb ft
- 39.2mpg, 186g/km CO₂
- 0–62mph in 7.0secs, 137mph
- ♠ 1341kg £ £21,995/£23,295

Total mileage 3074 **Driver** Rowan Horncastle Why it's here A hot hatch crossover?

Is that really a thing?













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OPGEAR

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HOW IT WORKS

Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

The best done better than ever. You need no other hatchback. So don't waste your time looking.



		PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.4 TSI GT 5		£24,270	8.2	134	150	184	57.6	115	B/10
2.0 GTI 5d	6	£28,155	6.5	153	220	258	47.1	139	8/10
2.0 GTD 5d		£27,590	7.5	143	184	258	67.3	109	B/10

Euro NCAP SASSELXWXH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litse boot, 13 engines, 9 trims, 48 models in total.

- TG SPEAKS Our verdict on the brand
- SOME WORDS... ..about the car
- **9** YELLOW BAR Denotes the TG Favourites
- **O** FUEL ECONOMY Less is, um, more

- MODEL CHOICE lust the ones that count
- CRASH TESTING You want five stars here
- **BOOT VOLUME** Two numbers? Seats up/down
- NOT EVERY ENGINE is available with every trim!

NEW IN THIS MONTH

McLaren 570S p164



PRICE 0-62 MPH BHP LB FT MPG CO2 RATI

570S £143,250 3.1 204 570 443 25,5 258 9/10

Mini Clubman p165



PRICE 0-62 MPH BHP LB FT MPG CO2 MATIN

£19.995 9.1 127 136 162 55.4 118 6/10





AI FA ROMFO

TopGear on Alfa Romeo: The best badge in the business, now worn by two hatches and a sports car that divides opinion. History repeating?

Lotus by Alfa, with the odd Alfa foible to boot. But when a car's this pretty, light and engaging, you just want one.



Euro NCAP N/A, LxWxH in mm: 3989x1864x1183, 40-litre fuel tank, 110-litre boot, 1 engine, 1 trim, 2 models in total

GIULIETTA

Another pizza slice from Fiat's Taste The Difference range. It's no Golf, which is why you want it, and also why you don't.



Euro NCAP xWxH in mm: 4350x1800x1460, 60-litre fuel tank, 450-litre boot, 7 engines, 6 trims, 15 models in total.

Top Gear on Ariel: Artfully shaped metalwork containing frenzied engines and a man clinging on for dear life. Hectic, addictive.

The single most insane car on sale. Even the regular version will redefine your sense of what's possible in a car.



Euro NCAP N/A, LxWxH in mm: 3410x1890x1195, 42-litre fuel tank, N/A-litre boot, 4 engines, 4 trims, 4 models in total.

NOMAD

Part special forces all-terrain fast attack vehicle, part latter-day beach buggy. This is Tamiya made real, and it's mega.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £33,000 3.4 125 235 221 N/A N/A 10/10

Euro NCAP N/A, LxWxH in mm: 3215x1850x1425, 42-litre fuel tank, N/A-litre boot, 1 engine, 1 trim, 1 model in total.

Gear on Aston Martin: ingly cool cars that make up in beauty and charisma It they lack in technical and dynamic ability.

The car that took on the 911. And lost. But it's an Aston, which means brogues to the Porsche's two-a-penny trainers.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
4.7 V8 N430	£94,995	4.8	189	430	361	20.4	321	8/10
6.0 V12 S	£138,995	3.7	205	573	458	17.2	388	8/10
6.0 V12 GT12	£250.000	3.5	185	600	461	19.8	323	8/10

Euro NCAP n/a, LxWxH in mm: 4380x1870x1260, 80-litre fuel tank, 300-litre boot, 4 engines, 5 trims, 9 models in tota

Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for some new ideas.



6.0 GT	£140,000	4.5	183	547	457	19.8	333	7/10
Euro NCAP n	/a, LxWxH	in mı	m: 471	10x188	30x127	0, 80-l	itre fu	el tank
175-litre boo	t 1 ongine	1 tri	im 1 r	lahom	in tota	al .		

PRICE 0-62 MPH BHP LBFT MPG CO2

VANQUISH

Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING	
V12 Coupe	£195,950	3.8	201	576	465	22.1	298	8/10	
V12 Volante	£207,950	4.0	197	576	465	22.1	298	8/10	

Euro NCAP n/a, LxWxH in mm: 4692x1912x1294, 78-litre fuel tank, 368-litre boot, 1 engine, 1 trim, 2 models in total.

RAPIDE S

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
6.0 V12	£147,950	4.4	203	560	465	21.9	300	8/10

Euro NCAP n/a, LxWxH in mm: 5019x1929x1360, 90.5-litre fuel tank, 317/886-litre boot, 1 engine, 1 trim, 1 model in total.

TopGear on Audi: Aspirational premium brand is inventing so many niches, if there's not one for you today, there will be by tomorrow.

Essentially a posh Fabia, the A1 is prince to Skoda's pauper. Or maybe the emperor's new clothes. Either way, it's not £20k good.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.4 TFSI Sport	£16,730	8.8	127	125	147	57.6	115	6/10
S1	£25,420	5.8	155	231	272	40.3	162	8/10

Euro NCAP LxWxH in mm: 3973x1740x1416, 45-litre fuel tank, 270/920-litre boot, 4 engines, 4 trims, 14 models in total.

New A3 old looks But new bits underneath and a really rather lovely cabin.
Slight naffness standard with every model.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.4 TFSI Sport	£21,315	9.2	128	125	147	55.4	117	6/10
e-tron	£30,340	7.6	138	204	258	177.6	37	8/10
S3	£30,980	5.2	155	300	280	40.4	162	7/10
2.0 TDI Sport	£23,615	8.6	134	150	236	68.9	106	7/10

Euro NCAP ***** LxWxH in mm: 4230x1770x1420, 45-litre fuel tank, 365/1,100-litre boot, 10 engines, 6 trims, 70 models in total.

DATA IN NUMBERS: PLUG-IN ECONOMY

- → Fuel range, fully-charged A3 e-tron 584 miles
- → Time to fully charge an A3 e-tron Four hours

Meet the regional boss's new A4. Just like the regional boss's old A4. It's lighter and smarter. Unlike the regional boss.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.4 TFSI SE	£25,900	8.7	130	150	185	53.3	126	7/10
2.0 TFSI SE	£27,700	7.2	149	190	236	50.4	127	7/10
2.0 TDI SE	£29,150	8.9	130	150	236	74.3	99	TBA
3.0 TDI q' S Line	£38.950	5.3	155	272	443	55.4	134	TBA

Euro NCAP n/a. LxWxH in mm: 4726x1842x1427, 58-litre fuel tank, 480-litre boot, 6 engines, 3 trims, 20 models in total.

DATA IN NUMBERS: FLEET FACTS

- → Audi A4 2.0 TDI 150 ultra SE 99a/km. £29.150
- → BMW 320d ED Plus I
- → Jaguar XE 2.0D 163 SE 49

An artful lesson in understatement, Audi's A5 does desirable without the flash. Unless you spec it in white with 20s. Fool.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TFSI q' SE	£33,995	6.4	155	225	258	42.8	152	7/10
3.0 TFSI 333 S5	£43,970	4.9	155	333	324	34.9	190	7/10
3.0 TDI quattro	£41,340	5.8	155	245	358	49.6	149	7/10

Euro NCAP n/a, LxWxH in mm: 4630x1860x1370, 65-litre fuel tank, 455/829-litre boot, 8 engines, 5 trims, 45 models in total.

Audi's photocopier styling department has pulled another one out the bag. Still not up to 5-Series standards.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
RS 6	£78,790	3.9	155	560	516	28.8	229	8/10
2.0 TDI ultra SE	£32,295	8.4	144	190	280	65.7	113	6/10
3.0 BiTDI SE Av'	£48,515	5.2	155	320	479	45.6	164	7/10

Euro NCAP LxWxH in mm: 4910x1870x1460, 65-litre fuel tank, 535/1680-litre boot, 8 engines, 6 trims, 23 models in total.

Audi's niche-busting continues. The A7 is basically an A8 hatch, with the added suggestion that you might drive yourself.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
RS 7	£84,525	3.9	155	560	516	29.7	221	7/10
3.0 TDI BİTDI	£56,730	5.2	155	320	479	46.3	162	7/10

Euro NCAP n/a, LxWxH in mm: 4970x1911x1420, 73-litre fuel tank, 535/1390-litre boot, 6 engines, 5 trims, 13 models in total.

Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
W12	£97,920	4.6	155	500	461	25.0	264	6/10
4.2 TDI SE Ex' L	£76,800	4.9	155	385	626	38.7	190	6/10

Euro NCAP n/a, LxWxH in mm: 5135/5270x1949x1460, 90-litre fuel tank, 520-litre boot, 5 engines, 6 trims, 17 models in total.

It won't chase away the old stereotypes but the all-new TT is a big step forward. Interior is genuinely cool.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING	
2.0 TFSI Sport	£29,915	6.0	155	230	273	46.3	141	8/10	
2.0 TDI ultra	£29,810	7.1	150	184	280	62.8	116	8/10	
Euro NCAP LxWxH in mm: 4177x1832x1353, 50-litre fuel									

tank, 305/712-litre boot, 3 engines, 3 trims, 14 models in total.

No V8, no manual, only a faint restyle? Has Audi dropped a difficult second album clanger? Nope, not at all.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
5.2 V10	£119,500	3.5	200	540	398	23.9	275	9/10
5.2 V10 Plus	£137,500	3.2	205	610	413	22.8	289	9/10

Euro NCAP n/a, LxWxH in mm: 4470x1240x1940, TBA-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 2 mo

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
2.0 TDI quattro	£29,280	7.9	136	184	170	53.3	139	6/10

Euro NCAP ***** LxWxH in mm: 4385x1831x1608, 64-litre fuel tank, 420/1325-litre boot, 4 engines, 3 trims, 15 models in total.

Audi's 'small' SUV is only small because the Q7 is the size of sub-Saharan Africa. It's small inside though, if that helps.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
SQ5	£44,785	5.1	155	313	479	41.5	179	7/10
2.0 TDI q' SE	£32,695	8.4	130	190	295	49.6	148	5/10

Euro NCAP *** XWxH in mm: 4630x1880x1650, 75-litre fuel tank, 540/1560-litre boot, 6 engines, 3 trims, 16 models in total.

About time too. New O7 smaller on the outside, bigger where it matters. Margin ally less offensive, too.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING	
3.0 TDI 272 SE	£50,340	6.3	145	272	442	49.5	149	8/10	

Furo NCAP n/a TxWxH in mm: 5053x1963x1730, 100-litre fuel tank 295/2075-litre boot, 1 engine, 2 trims, 2 models in total.

BAC

TopGear on BAC:

A car so good to drive that you'll need to take everyone you know out for a ride in it. Oh, wait...

Some say it's too extreme. All we know is that Stig once voted it his car of the year. And that some people are fools.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING	
2.3 280	£80,000	2.8	170	280	206	N/A	N/A	9/10	

Euro NCAP n/a, LxWxH in mm: 3952x1800x1110, 35-litre fuel tank, NA-litre boot, 1 engine, 1 trim, 1 model in total.



The latest in Vorsprung durch Technik.

Business users only with Contract Hire.[^]

Official fuel consumption figures for the all-new Audi A4 Saloon Sport ultra 2.0 TDI 190PS manual in mpg (I/100km): Urban 58.9 (4.8), Extra Urban 80.7 (3.5), Combined 72.4 (3.9). CO2 emissions: 102g/km, Fuel consumption and CO2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca

iear on Bentley: ak softly and carry a big stick," as W. O. Bentley literally never said.

CONTINENTAL GT

Way better than the David Dickinson image would suggest, the Conti GT is a masterclass in modern British style.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
4.0 V8 S	£150,725	4.3	192	528	502	26.7	246	8/10
6.0 W12 Speed	£169,445	4.0	206	635	605	19.5	338	8/10
6.0 W12 Conv'	£166,755	4.4	195	575	517	19.0	347	8/10

Euro NCAP n/a, LxWxH in mm: 4806x1920x1400, 90-litre fuel tank, 358-litre boot, 5 engines, 5 trims, 9 models in total.

FLYING SPUR

Brilliant in many ways, but somehow fails to capture the essence of luxury as well as the Conti coupe.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
4.0 V8	£142,800	4.9	183	507	487	25.9	254	6/10
6.0 W12	£153,300	4.3	200	625	590	19.0	343	6/10

Euro NCAP n/a, LxWxH in mm: 5299x1976x1488, 90-litre fuel tank, 475-litre boot, 2 engines, 2 trims, 4 models in total

MULSANNE

The replacement for the Arnage, and every bit as opulent and grand. If yo can ignore the looks, this is brilliant.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING	
6.75 V8	£229,360	5.1	184	512	752	16.8	393	7/10	
Euro NCAP n/a, LxWxH in mm: 5570x1930x1530, 96-litre fuel tank,									

443-litre boot, 1 engine, 2 trims, 2 models in total.

i cars good, 2-Series Active Tourer bad. We'll leave you to put the rest of BMW's range on the swing-o-meter.





	PRICE	0-62	МРН	ВНР	LBFT	MPG	CO2	RATING	
i3 EV	£30,980	7.2	93	170	184	n/a	0	8/10	
i3 EV REx	£34,130	7.9	93	170	184	470	13	9/10	
Euro NCAP LxWxH in mm: 3999x11775x1578, 9-litre fuel									

tank(REx), 260-litre boot, 2 engines, 4 trims, 8 models in total 11-SERIES

Perhaps the pick of the premium hatches right now, the 1-Series thrashes the opposition for driving. M135i is bargainous gem.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
116d ED+ 3d	£22,030	10.4	121	116	191	83.1	89	7/10
120d Sport 5d	£25,840	7.1	142	190	295	65.7	114	7/10
M135i 3d	£31,860	5.1	155	326	332	35.3	188	9/10

Euro NCAP LxWxH in mm: 4329x1765x1421, 50/52-litre fuel tank, 360/1200-litre boot, 11 engines, 6 trims, 54 models in total

HATCHBACKS



VOLKSWAGEN GOLF 1.4 TSI 125

Price £20,995 **Specs** 125bhp. 148lb ft, 0-62mph 9.3secs, VMax 126mph, 53.3mpg, CO, 120g/km

The runaway class leader. It just does what it does better than any other car, be it the school run or the motorway haul. Pity about diesel-gate; we'll take the TSI instead.

FORD FOCUS 1.0T 125

Price £19.095 Specs 125bhp. 125lb ft, 0-62mph 11.0secs, VMax 120mph, 60.1mpg, CO_o 108g/km

Britain's best-selling family hatchback and it's easy to see why. A recent facelift has made it a lot more Ford-like, although it's still pipped by the Golf.



VAUXHALL ASTRA 1.4T SRI

Price £18,895 **Specs** 150bhp, 181lb ft. 0-62mph 7.8secs. VMax 134mph, 51.4mpg, CO₂ 128g/km

New Astra weighs in at some 200kgs less than the old one, and it feels it. Far livelier than ever before, it's an Astra that may actually tempt. Honest.



1.4 TSI SE

Price £18,300 Specs 125bhp, 148lb ft, 0-62mph 9.1secs, VMax 126mph, 54.3mpg, CO_o 120g/km

SEAT has pulled out all the stops with the latest Leon and it's now a car that pushes the Golf hard. Bit of extra sporting intent, covers all the bases well.



1.6 BLUEHDI

Price £19,845 Specs 120bhp, 221lb ft, 0-62mph 9.7secs, VMax 122mph, 91.1mpg, CO₂ 82g/km

This one caught us a bit by surprise. It's a Peugeot, and it's not awful. At all. Rides well, drives nicely, looks good. A return to the Peugeots of old.

2-SERIES

2-Series follows BMW's new naming strategy, but is very much its own ca And a rather good one at that.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
220i Sport	£26,730	7.0	146	184	199	44.8	148	7/10
220d Sport	£27,550	7.2	143	184	280	58.9	125	7/10
M235i	£35,075	5.0	155	326	332	34.9	189	8/10
The second second								

Euro NCAP n/a LxWxH in mm: 4432x1774x1418, 52-litre fuel tank, 390-litre boot, 5 engines, 3 trims, 10 models in total.

2-SERIES ACTIVE TOURER

BMW builds an MPV, but stupidly still quotes a Nürburgring time for it. First FWD BMW misses the point entirely.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
218i SE	£23,010	9.2	127	136	162	57.6	115	5/10
218d SE	£25,090	9.1	129	150	243	68.9	109	5/10
Euro NCAD	district to	.\Λ/ ∨ Ы i	n mm	. /2/2	v1000	-1EEE	E1_lie	ro fuol

tank, 468-1510-litre boot, 6 engines, 4 trims, 23 models in total.

3-SERIES

Not only the benchmark small exec, but one of the best saloons of all. Recently facelifted, so even more excellent.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
340i M Sport	£38,265	5.2	155	326	332	36.7	179	7/10
M3	£56,595	4.3	155	431	406	32.1	204	8/10
316d SE	£27,435	10.9	126	118	192	68.9	109	7/10
320d ED Sport	£30,985	8.0	143	163	280	68.9	108	9/10
330d xDrive M	£38,915	5.3	155	258	413	53.3	139	9/10

Euro NCAP LxWxH in mm: 4624x1811x1429, 57/60-litre fuel tank, 480-litre boot, 10 engines, 7 trims, 66 models in total.

4-SERIES

The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.



	PRICE	0-62	MPH	BHP	LB FT	MPG	G02	RATING
428i SE	£33,520	5.9	155	245	258	42.8	154	8/10
435i M Sport	£42,370	5.4	155	306	295	35.8	185	8/10
M4	£57,055	4.3	155	431	406	32.1	204	7/10
420d SE	£32,495	7.3	149	190	295	67.3	111	8/10
420d SE xDr' GC	£33,995	7.7	147	190	295	61.4	121	7/10

Euro NCAP n/a LxWxH in mm: 4638x1825x1362, 57/60-litre fuel tank, 445/480-litre boot, 7 engines, 6 trims, 86 models in total.

5-SERIES

Remains the best exec around thanks to cosseting cabin and ride. Big, smooth and brilliant - why d'you need a 7-Series?



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
535i Luxury	£44,690	5.7	155	306	295	37.7	174	7/10
M5	£73,970	4.3	155	560	501	28.5	232	8/10
520d SE	£32,365	7.9	147	190	295	65.7	114	8/10
530d Tour SE	£43,665	5.9	155	258	413	53.3	139	9/10
535d Lux	£48,920	5.3	155	313	464	52.3	143	8/10

Euro NCAP *****LxWxH in mm: 4907x1860x1460, 70-litre fuel tank, 520-litre boot, 13 engines, 6 trims, 62 models in total.

Audi Vorsprung durch Technik

The all-new Audi A4 Saloon Sport ultra from £329 per month.* Includes:

MMI Navigation
 Xenon headlights with LED daytime running lights
 Audi Smartphone Interface

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6-SERIES

Unusually, BMW launched the 6 as a Cabrio first. Also unusually, the coupe's a bit... rubbish. GC 4dr is much better.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
650i Sport Con'	£75,690	4.6	155	450	480	30.7	214	5/10
M6 Coupe	£92,350	4.2	155	560	501	28.5	232	6/10
640d GC SE	£62,295	5.4	155	313	464	50.4	148	9/10
M6 GC	£94,750	4.2	155	560	501	28.5	232	8/10

Furo NCAP n/a 1 vWvH in mm: 4890v1890v1370, 70-litro fuel tank 460-litre boot, 4 engines, 3 trims, 19 models in total

7-SERIES

Never as attractive a proposition as the Merc S-Class, the 7 is phenomenally good without anyone really giving a toss.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
730d	£66,200	6.1	155	269	458	60.1	124	7/10
740Li M Sport	£75,710	5.6	155	331	332	40.4	164	7/10

Euro NCAP n/a, LxWxH in mm: 5098/5238x1901x1467, 78-litre fuel tank, 515-litre boot, 2 engines, 2 trims, 8 models in total.

74

How does BMW get the Z4 wrong? It looks right, but Boxster kicks it

in	the tend	ive rig lers.	gnt. I	ne		ς.	D			
	PRICE	0-62	МРН	ВНР	LBFT	MPG	C02	RATING		
	£29,690	7.9	137	154	177	41.5	159	4/10		

£39,340 5.7 155 245 258 41.5 159 Euro NCAP n/a, LxWxH in mm: 4240x1790x1290, 61-litre fuel tank, 180/310-litre boot, 6 engines, 2 trims, 9 models in total.

sDrive_{18i}

sDrive28i

A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler.



PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
£104,540	4.4	155	367	236	134.5	49	9/10

Euro NCAP n/a, LxWxH in mm: 4689x1942x1298, 42-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.

New X1 gets FWD platform from 2-Series Active Tourer. Is less objectionable than old one in every single way.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
xDrive2od	£32.180	7.6	136	190	295	57.6	128	8/10
xDrive25d	£36,060	6.6	146	231	332	56.5	132	8/10

Euro NCAP n/a, LxWxH in mm: 4439x1821x1598, 61-litre fuel tank, 505/1505-litre boot, 4 engines, 3 trims, 8 models in total.

Х3

Far superior to the last one. So much so that you question the need for the X5. X3 is more socially acceptable, too.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
xDrive20d SE	£33,795	8.1	130	190	295	55.4	135	7/10
xDrive35d M Sp'	£45,895	5.3	152	313	465	47.1	157	7/10

Euro NCAP *****LxWxH in mm: 4648x1881x1675, 67-litre fuel tank, 550/1600-litre boot, 3 engines, 3 trims, 7 models in total.



Price £34,130 Specs 170bhp, 184lb ft, 0-62mph 7.9secs, VMax 93mph, 470mpg. CO2 13g/km

The first all-electric BMW available to the masses. BMW-y drive, clever interior, and the option of a tiny motorbike engine to extend the range. It's brilliant.



BMW i8

Price £104,540 Specs 372bhp, 421lb ft, 0-62mph 4.4secs VMax 155mph, 113mpg, CO2 49q/km

A hybrid that can also go toe-to-toe with a Porsche 911? That'll be the i8. Stunning design, amazing powertrain and just so intoxicating to live with. The future's here.



TESLA MODEL S Pann

Price £90,700 Specs 762bhp, 713lb ft, 0-60mph 2.8secs, VMax 155mph, N/A mpg, CO2 Og/km

Quite simply, the most appealing all-electric car on sale. Lesser models get more range, but 90D is worth it for 2.8-to-60mph 'Ludicrous' mode alone.



AUDI A3 SPORTBACK

Price £35.690 Specs 204bhp. 258lb ft, 0-62mph 7.6secs, VMax 138mph, N/A mpg, CO2 37g/km

Like the Golf GTE, only not tarted up to ape the GTI. Is all the better for it. Intelligent drivetrain plus general Audi nice-ness makes for a winner.



E-GOLF

Price £30,845 Specs 115bhp. 199lb ft. 0-62mph 10.4secs. VMax 87mph. N/A mpg. CO2 Og/km

Looks like a Golf, feels like a Golf, drives like a Golf. Only more silently and with a bit of range anxiety. Electricity takes a step into the mainstream.

People with the hides of rhinos and a passion for obnoxiousness bought the X6, so we now have to suffer an X4. Joy



PRICE 0-62 MPH BHP LB FT MPG xDrive3od XLi' £45,395 5.8 145 258 413 49.6 149 Euro NCAP n/a, LxWxH in mm: 4671x1915x1624, 67-litre fuel tank,

500/1400-litre boot, 3 engines, 2 trims, 6 models in total.

Very good on tarmac, assuming you want to pummel it into submission. Just like with those building contracts, yeah?



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING		
M50d	£65,040	5.3	155	381	545	42.8	173	6/10		
xDrive30d SE	£49,365	6.8	142	258	413	47.9	156	7/10		
Euro NCAP n/a, LxWxH in mm: 4896x1938x1762, 85-litre fuel tank,										

650/1870-litre boot, 3 engines, 3 trims, 5 models in total.

CATERHAM

TopGear on Caterham: Small, light and nimble 50-year old cars remain all that. But they didn't have to negotiate X6s in 1965.

As old as the hills, yet as energetic as a spring lamb. The small, light, flimsy template still serves the 7 well.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
0.8 160	£18,995	6.9	100	80	79	57.6	114	9/10
2.0 360	£26,995	4.8	130	183	143	n/a	n/a	7/10
R620	£49,995	2.8	155	310	219	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 3530x1690x1140, 36-litre fuel tank, 75-litre boot, 5 engines, 5 trims, 5 models in total.

CHEVROLE

TopGear on Chevrolet: If you're looking for Chevrolets such as the Aveo and Cruze, you're reading the wrong magazine.

CORVETTE STINGRAY

The Americans have finally got serious about taking on the Porsche 911. Others have tried before, but rarely as well as this.



	LIHOT	0 02	1011 11	Dill	LUII	miro	002	IIMIIIIO	
6.2 V8	£69,810	<4.0	186	460	465	23.5	279	7/10	
6.2 V8 SC Z06	£99,140	3.4	186	650	650	20.0	322	8/10	
Euro NCAP n/a, LxWxH in mm: 4495x1780x1235, TBC-litre fuel									

CHTROEN

TopGear on Citroen: Design-led brand that's the most 'French' of the French car firms. Undergoing a bit of a renaissance these days.

The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool. Now it's round two.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 Touch 3d	£8,345	14.3	98	69	69	68.9	95	6/10

Euro NCAP LxWxH in mm: 3460x1620x1430, 35-litre fue tank, 196/780-litre boot, 2 engines, 3 trims, 20 models in total.

THE BMW 520d M SPORT SALOON MONTHLY RENTALS FROM £339 (Plus initial rental*)

BMW (UK) Ltd is a credit broker. Figures may vary depending on driving style and conditions. Official fuel economy figures for the BMW 520d M Sport Saloon: Urban 50.4 mpg Hire agreement for a BMW 520d M Sport Saloon with optional metallic paint, with a contract mileage of 30,000 miles and excess mileage charge of 10.12p per mile. Applies for new vehicles ordered at participating mileage, vehicle condition and other charges may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer

C4 CACTUS

Breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.2 PureT' 75	£12,990	12.9	103	75	87	61.4	105	8/10
1.2 PureT' 110	£15,890	9.3	117	110	151	60.1	107	8/10
1.6 BlueHDi 100	£15,490	10.7	114	100	187	83.1	90	8/10

Euro NCAP ****LxWxH in mm: 4157x1729x1480, 45-litre fuel tank, 358/1170-litre boot, 6 engines, 3 trims, 13 models in total.

GRAND C4 PICASSO

Funky newness from Citroen, helping make the world of MPVs more accept able. Headlights a particular success.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.6 THP 165	£24,410	8.7	130	165	177	50.4	130	7/10
1.6 BlueHDi 120	£22,485	11.6	117	120	221	65.7	105	8/10

Euro NCAP LxWxH in mm: 4590x1830x1630, 60-litre fuel tank, 537/1851-litre boot, 5 engines, 4 trims, 11 models in total.

DACIA

TopGear on Dacia:

Cheap cars from Eastern Europe, via France for a bit of je ne sais quoi, and then on to the budget-conscious.

SANDERO

The UK's cheapest new car – you can lease one for less than a Sky TV package. Nothing here besides simple transport.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.2 75 Access	£5,995	14.5	97	75	78	47.9	137	6/10
0.9 TCe 90 Amb	£7,595	11.1	109	90	99	54.3	120	6/10
1.5 dCi 90 Amb	£8,595	12.1	107	90	162	74.3	99	6/10

Euro NCAP ****LxWxH in mm: 4060x1730x1520, 50-litre fuel tank, 320/1200-litre boot, 3 engines, 3 trims, 7 models in total.

DUSTER

Simple, high-riding crossover-style five-seater is a favourite of James May. Good value, surprisingly able, very tough.



	PRIGE	U-62	MPH	RHL	FREI	MPG	GUZ	KAIING
1.6 105 Access	£9,495	11.5	102	105	109	39.8	165	7/10
1.5 dCi Amb'	£11,995	11.8	106	110	177	56.5	130	7/10

Euro NCAP *** LxWxH in mm: 4320x1820x1700, 50-litre fuel tank, 475/1636-litre boot, 2 engines, 3 trims, 6 models in total.

TopGear on DS:

Citroen's new sub-brand will focus on style, tech and luxury Think Lexus. Only French-er.

IDS 3

A former Car of the Year and a gigantic, mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.2 VTi DSign	£12,865	10.6	114	82	87	62.8	104	7/10
1.6 THP DStyle	£17,790	7.5	135	165	177	50.4	129	7/10
1.6 e-HDi DSt'	£15,820	12.5	113	90	169	78.5	95	7/10

Euro NCAP ***** LxWxH in mm: 3950x1720x1480, 48-litre fuel tank, 285/880-litre boot, 5 engines, 4 trims, 12 models in total.

6



Dacia Duster 16 Access £11.495





Subaru Impreza

1.6 RC

£17,495



Suzuki Swift

1.2 4x4

£12.099



Suzuki Jimny 1.3 SZ3

£12,499



Fiat Panda 0.9 TwinAir 4x4 £14.575



SsangYong Korando 2.0 SE4 £16,495



Vauxhall Mokka

1.4T 140 Tech Line

£18,774

Mini Countryman 1.6 Cooper ALL4 £19.855



Skoda Yeti 2.0 TDI 110 S £20.030

DS 4

Not as good as the DS3, not as cool as the DS5. An awkward middle-child that's best avoided. Facelift imminent.



PRICE 0-62 MPH BHP MPG 1.2 DSign £18.695 10.0 123 130 169 55.4 119 1.6 BlueHDi DSi' £19,895 12.2 120 120 236 65.7 100

Euro NCAP *** LxWxH in mm: 4330x1790x1490, 60-litre fuel tank 410-1185-litre boot, 6 engines, 3 trims, 9 models in total.

DS 5

The most avantgarde DS. Not as inspiring as the 3, and the ride should still be better, but family cars come no cooler.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 BlueHDi £27.140 10.6 127 150 272 68.9 105

Euro NCAP LxWxH in mm: 4530x1870x1540, 60-litre fuel tank, 465-litre boot (Hybrid 325l), 5 engines, 3 trims, 9 models in total.

ERRARI

TopGear on Ferrari: Art and science blended into the most alluring and diverse supercar range in the company's history.

CALIFORNIA T

The Ferrari that everyone thought was a Maserati now has a turbo V8. Purists will hate it, but it'll bring in buyers.



PRICE 0-62 MPH BHP LB FT MPG CO2 3.8 V8 T £155,460 3.6 196 560 556 26.9 250 8/10

Euro NCAP n/a, LxWxH in mm: 4570x1910x1322, 78-litre fuel tank. 240/340-litre boot, 1 engine, 1 trim, 1 model in total.

1488 GTB

So long, natural aspiration. Twin-charged 488 is new-age fast, but not quite as fizzy as the car it replaces. Mighty nonetheless



PRICE 0-62 MPH BHP LB FT MPG CO2 £183,964 3.0 205 670 560 24.7 260

Euro NCAP n/a, LxWxH in mm: 4568x1952x1213, TBA-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total

458

3 9T

The finest sports car of the past five years. Utterly mind-blowing. You should want one. Everyone should want one.



PRICE 0-62 MPH RHP IRFT MPG CO2 4.5 V8 Speciale £208,100 3.0 202 605 398 23.9 275 10/10 4.5 V8 Spider £199,006 3.4 198 562 398 21.2 307 10/10

> Euro NCAP n/a, LxWxH in mm: 4580x1940x1210, 86-litre fuel tank, 230-litre boot, 2 engines, 3 trims, 3 models in total.

The F12 is bombastic, epic and howlingly fast. The fastest ever until the LaFerrari came along. Emphatically not just a GT.



PRICE 0-62 MPH BHP LB FT MPG CO2 6.3 V12 £241,053 3.1 211 740 508 18.8 350 10/10

Euro NCAP n/a, LxWxH in mm: 4620x1940x1270, 92-litre fuel tank, 350-litre boot, 1 engine, 1 trim, 1 model in total.



(5.6 |/100 km). Extra Urban 67.3 mpg (4.2 |/100 km). Combined 60.1 mpg (4.7 |/100 km). CO2 emissions 124 g/km. *Initial rental £5,699. Price shown is for a 36 month Personal Contract BMW retailers between 1 October and 31 December 2015 and registered by 31 March 2016 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess may be varied, withdrawn or extended at any time. Hire provided by BMW Financial Services (GB) Limited, Summit ONE, Summit Avenue, Famborough, Hampshire GU14 0FB.

A 4wd Ferrari estate, making this the most practical 208mph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



PRICE 0-62 MPH BHP LBFT MPG CO2 £238,697 3.7 208 660 503 18.3 360

Euro NCAP n/a, LxWxH in mm: 4910x1960x1380, 91-litre fuel tank, 450/800-litre boot, 1 engine, 1 trim, 1 model in total.

LAFERRARI

Meet the most drivable, engaging and friendly 950bhp hypercar you can imagine. Also has electric, but you wouldn't know it.



PRICE 0-62 MPH BHP LB FT MPG CO2 £1 million 2.9 218+ 950 664 19.8 330 10/10

Euro NCAP n/a, LxWxH in mm: 4702x1992x1116, TBC-litre fuel tank, TBC-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: HOLY SMOKED

- → McLaren P1 0-62mph 2.8s (0.1s faster than LaFerrari)
- → **Porsche 918 Spyder** 85mpg (+65.2mpg over LaFerrari)

TopGear on Fiat: Good when they do the small stuff, bad when they go beyond it. Buy a Panda and be content.

It's back, it's slightly rounder and it's still entirely brilliant. Come 'ere cuddly Panda, we want to give you a hug.



TwinAir 85 Easy #11.095 11.2 110 85 106 1.3 MJet Easy

PRICE 0-62 MPH BHP LB FT MPG 67.3 99 8/10 £12,095 12.8 104 75 140 72.4 104

Euro NCAP ***** LxWxH in mm: 3650x1640x1550, 35-litre fuel tank, 225/870-litre boot, 4 engines, 5 trims, 15 models in total.

500

Not quite the Sixties revival Fiat was angling for, but the 500 is a refreshing alternative to Mini-shaped ubiquity.



PRICE 0-62 MPH BHP IRFT MPG CO2 1.2 Pop Star £11,765 12.9 99 69 75 60.1 110 0.9 85 Pop Star £13,060 11.0 107 85 107 74.3 90 500C 0.9 Lounge £17,070 10.0 117 105 107 673 99

> Euro NCAP ***** LxWxH in mm: 3571x1627x1488, 38-litre fuel tank, 185-litre boot, 3 engines, 5 trims, 26 models in total.

500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



PRICE 0-62 MPH BHP 1.4 95 Pop £13,040 12.8 111 95 93 45.6 145 5/10 1.6 MJet Lounge £19.090 11.3 112 105 236 62.8

Euro NCAP ***** LxWxH in mm: 3550x1630x1490, 37-litre fuel tank, 185-litre boot, 4 engines, 3 trims, 12 models in total.

ABARTH 500

Short on talent, long on appeal, that's the rufty-tufty Abarth. Pogo stick ride but ever so eager with it.



PRICE 0-62 MPH BHP LBFT MPG CO2 £14,560 7.9 127 135 148 43.5 155 1 4 T-let 135 595 1.4 Comp' £18.990 7.4 130 162 148 43.5 155

Euro NCAP LxWxH in mm: 3660x1630x1490, 35-litre fuel tank, 185/610-litre boot, 2 engines, 3 trims, 8 models in total.

500X

The quest to cash in on the 500 continues. Similar lights, but otherwise there's nothing 500-ish here. Not a bad crossover, mind.



PRICE O-62 MPH BHP LB FT MPG C02 1.4 MAir P'Star £17,595 9.8 118 140 170 47.1 139 6/10 1.6 MJet P'Star £19 N95 10.5 116 120 236 68.9 109 2.0 MJet Cross £24,095 9.8 118 140 258 51.4 144

Euro NCAP ****LxWxH in mm: 4248x1796x1600, 48-litre fuel tank, 350/1000-litre boot, 4 engines, 6 trims, 13 models in total.

VUHL 05





Dear Car Clinic

I'm the kind of person who enjoys picking bugs out of my teeth, washing grit out of my eyes, and discussing the minutiae of my Caterham's suspension geometry. Recommend me a new track toy. GEOFF WEBB, BATH

There are many from which you can choose, Geoff. Designed in Italy by a pair of Mexicans, following the familiar "I don't care how my face looks at the end of this journey" template, the Vuhl 05 is new to the game. Bit tame for you though, Geoff. Quick, but too easy to potter around in. Less friendly, and therefore better, (weirdly) is the Atom 3.5 R. Antisocially swift and utterly bereft of any bodywork whatsoever, the Atom is surely the one.

SPECS



Engine **Performance**



ARIEL ATOM 3.5R Performance 0-62 in 2.5 sec

TopGear on Ford: Proof that mass market motoring can have an edge. Note: this does not apply to the disappointing EcoSport.

LFIESTA

Arguably the best supermini on sale. Pace-setter or pacemaker, there's some thing for everyone here.



PRICE 0-62 MPH BHP IRFT G02 1.0T Zetec 3d £14,195 11.2 112 100 125 65.7 99 8/10 1.6T 182 ST 3d £17.545 6.9 139 182 213 47.9 139 9/10 1.5 TDCi Ztec 5d £16 295 119 111 95 159 883 82

Euro NCAP *****LxWxH in mm: 3950x1720x1480, 42-litre fuel tank, 295/979-litre boot, 9 engines, 7 trims, 47 models in total.

FOCUS

New engines, new interior design, even a tweek to perk the handling back up. Focus is back to its best.



PRICE O-62 MPH BHP 1.0T Zetec 601 £19 N95 11 N 12N 125 1/17 108 R/10 1.5T Tit' X £23,820 8.6 130 182 177 51.4 2 OT ST £22,195 6.5 155 255 250 415 159 8/10 1.5 TDCi Zetec £19.795 10.5 120 120 199 74.3 98 LxWxH in mm: 4358x1823x1484, 53-litre Euro NCAP

uel tank, 363/1148-litre boot, 9 engines, 5 trims, 51 models in total.

MONDEO

Been on sale in the US for three years now. Smooth, refined and not too American. Well done Ford.



PRICE 0-62 MPH RHP IR FT MDG 605 RATING 1.6 TDCi Style £21,095 12.1 119 115 78.5 94 199 7/10 1.5T Zetec £21345 9.2 138 160 177 **487** 2.0 TDCi Est Tit' £25,295 9.5 130 150 258 67.3 109 7/10

Euro NCAP *** LxWxH in mm: 4780x1890x1500, 70-litre fuel tank, 540/1460-litre boot, 7 engines, 4 trims, 34 models in total.

B-MAX

Ford's reply to the Vauxhall Meriva. Sliding rear doors and no B-pillars means easy access and brilliant packaging. Fine car.



PRICE 0-62 MPH BHP 1.0T Zetec £15,495 13,2 109 100 125 55.4 119 £17.295 11.2 117 125

Euro NCAP **** LxWxH in mm: 4080x1860x1600, 48-litre fuel tank, 318/1386-litre boot, 6 engines, 4 trims, 14 models in total.

C-MAX

Now with added grille. C-Max gets Ford's new family face and myriad very welcome improvements elsewhere



LR FT MPG PRICE 0-62 MPH BHP 0.02 1.0T Zetec £19.195 11.4 116 125 125 55.4 117 £24,495 9.8 126 150 273 61,4 119

> Euro NCAP LxWxH in mm: 4380/4519x1860x1620, 53/60-litre fuel tank, 432/1723-litre boot, 4 engines, 3 trims, 20 models in total.

DATA IN NUMBERS: MAX VALUE

→ Average price premium, C-Max over Focus 5dr

S-MAX

Second-gen of Ford's low-roofed MPV keeps its dad's fine dynamics, with a much smarter interior



PRICE 0-62 MPH BHP LB FT MPG 1.5 SCTi Zetec £24.545 9.9 124 160 177 43.5 149 2.0 TDCi Zetec £26,445 10.8 123 150 258 56.5 129 2.0 TDCi AWD £32,945 10.5 128 180 295 48,7 149

Euro NCAP n/a, LxWxH in mm: 4796x1916x1655, 70-litre fuel tank, 285/2200-litre boot, 7 engines, 5 trims, 11

GALAXY

Ford's flagship seven-seater offers extra headroom, but is otherwise upstaged by the livelier and more desirable S-Max.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.0 TDCi Zetec £28.345 10.9 123 150 258 56.5 129

Euro NCAP n/a, LxWxH in mm: 4848x1916x1747, 70-litre fuel tank, 300/2339-litre boot, 5 engines, 3 trims, 13 models in total.

KUGA

The Kuga has grown up and bought some sensible slacks. Sure, it's highly competent, but so are others



PRICE 0-62 MPH BHP IRFT MPG GO2 1.5T Titanium £22,645 9.7 121 150 177 45.6 143 2.0 TDCi AWD £26,345 9.2 126 180 295 54.3 135

> Euro NCAP ***** LxWxH in mm: 4520x1840x1700, 57-litre fuel tank, 456/1653-litre boot, 4 engines, 4 trims, 16 models in total.

MUSTANG

At last, a muscle car to call our own. Mustang now here in right-hand drive, still feels very American. Also large.



PRICE 0-62 MPH RHP IRFT MPG CO2 RATING 2.3 Ecoboost £28,995 5.8 155 314 320 35.3 179 7/10 5.0 V8 GT £32 995 A 8 155 A18 387 20.9 299

> Euro NCAP n/a, LxWxH in mm: 4784x1916x1381, 61-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 4 models in total

HONDA

Top Gear on Honda: Reliable, practical model range that seems a lot brighter now the Civic Type-R is here.

New Jazz is clever. Very clever. Deserves to be bought by more under 80s than it almost certainly will be.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1 3 SF Navi £14,595 11.2 118 102 91 56.5 116 Euro NCAP n/a, LxWxH in mm: 3995x1694x1550, 40-litre fuel tank, 354/897-litre boot, 1 engine, 5 trims, 5 models in total.

Facelift helps add interest to the fading Civic; Type R introduces a rocket into dealerships for guaranteed fireworks.



PRICE 0-62 MPH RHP IR FT MPG CO2 RATING £29,995 5.7 167 310 295 38.7 170 1.6 DTEC Sport £20,820 10.5 129 120 221 76.3 98

Euro NCAP LxWxH in mm: 4370x1770x1470, 50-litre fuel tank, 477/1378-litre boot, 4 engines, 6 trims, 25 models in total.

Honda Jazz with a bit more chunk and the option of 4WD. Smaller than a Qashqai. Think Mazda CX-3



£17,995 10.7 119 130 114 50.4 130 Euro NCAP n/a, LxWxH in mm: 4294xTBAx1605, 50-litre fuel tank, 453/1026-litre boot, 2 engines, 4 trims, 8 models in total.

PRICE 0-62 MPH BHP LB FT MPG CO2

A car engineered for accountants, It's a great all-rounder but deeply boring it. There are few more reliable SUVs



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1 6 i-DTFC FX £27,570 9.6 125 160 258 55.4 133

Euro NCAP ****LxWxH in mm: 4570x1820x1685, 58-litre fuel tank, 589/1648-litre boot, 3 engines, 4 trims, 11 models in total.

HYUNDAI

TopGear on Hyundai: Value-packed Korean has earned a proper reputation for capable cars. Excuse us while we tuck into our hats.

Lacks the charisma of the Panda and the sheer polish of the Up! but actually, if you don't care about cars, buy this one.



PRICE 0-62 MPH BHP LBFT MPG CO2 RATING 105 £8,705 14.9 96 66 69 60.1 108

Euro NCAP *** LxWxH in mm: 3665x1660x1500, 40-litre fuel tank, 252-litre boot, 2 engines, 3 trims, 7 models in total.

It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £11,445 13.6 99 75 90 58.9 112

Euro NCAP n/a, LxWxH in mm: 4035x1734x1474, 50-litre fuel tank, 301/1042-litre boot, 5 engines, 6 trims, 13 models in total.

130

Coo, Hyundai seems to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.



PRICE 0-62 MPH BHP LBFT MPG CO2 1.6 CRDi BD SE £18,495 10.6 117 110 206 78.4 94

Euro NCAP ***** LxWxH in mm: 4300x1780x1470, 53-litre fuel tank, 378/1316-litre boot, 5 engines, 5 trims, 18 models in total.

Not long ago, a Hyundai would be beige and so would its driver. The stylish i40 has changed all that. Estate is the pick.



PRICE 0-62 MPH BHP LBFT MPG CO2 1.7 CRDi S Tour' £21,650 10.5 124 141 251 65.7 114

Euro NCAP ***** LxWxH in mm: 4775x1815x1470, 70-litre fuel tank, 553/1719-litre boot, 2 engines, 4 trims, 16 models in total.

GENESIS

Like prog rock, a bit of a relic. Overblown, thirsty and laughably expensive. Fails to rock us: where's the progress?



PRICE 0-62 MPH BHP LBFT MPG CO2 RATING 3.8 V6 £47.995 6.5 149 308 293 25.9 261

Euro NCAP n/a, LxWxH in mm: 4990x1890x1480, 73-litre fuel tank, 493-litre boot, 1 engine, 1 trim, 1 model in total.

DATA IN NUMBERS: HOW MUCH?

→ BMW 535i M Sport £3.250 cheaper than a Genesis

ITUCSON

Just what the world needed. Another compact SUV. Silly name, but if you're into this kind of thing, quite good.



PRICE 0-62 MPH RHP IR FT MPG CO2 RATING 2.0 CRDi 2WD £24,195 10.6 116 136 275 58.9 127 Euro NCAP n/a, LxWxH in mm: 4475x1850x1645, 62-litre fuel tank.

Can't afford a Disco? Then step this way, as savvy Santa Fe shows there is another way. Gymkhana mums might not agree.

513/1503-litre boot, 5 engines, 5 trims, 18 m



£27,995 9.8 118 197 311 46.3 159 Euro NCAP *** LxWxH in mm: 4660x1890x1760, 70-litre fuel tank, 534-litre boot, 1 engine, 3 trims, 5 models in total.

PRICE 0-62 MPH BHP LBFT MPG CO2

INFINITI

TopGear on Infiniti:
Posh Nissan offshoot desperately aiming to emulate Lexus.
In Europe, we're still struggling to notice. Or care.

More sharply styled but otherwise anonymous saloon from Nissan's lux wing, This time aimed at the BMW 3-Series.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING O50 2 2d SE £28.650 8.5 140 170 295 65.0 114 £40,695 5.2 155 364 402 43.0 144 5/10 Q50 Hybrid

Euro NCAP LxWxH in mm: 4790x1820x1450, 74-litre fuel tank, 400/500-litre boot, 2 engines, 4 trims, 8 models in total.

Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.2d Premium £33,400 8.9 137 170 295 57.6 129 5/10

> Euro NCAP n/a, LxWxH in mm: 4950x1850x1500, 70/80-litre fuel tank, 350/450/500-litre boot, 3 engines, 5 trims, 9 models in total.

QX70

Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 5.0 V8 S Prem' £54,750 5.8 155 390 368 21.6 307 Euro NCAP n/a, LxWxH in mm: 4870x1930x1540, 90-litre fuel tank, 410/1305-litre boot, 3 engines, 4 trims, 9 models in total

.IAGIIAR

TopGear on Jaguar: Gorgeous Callum design and a raffish demeanor get you so far. Over-powered engines take you the rest of the way.

Forget the F-Type, this is actually the most important Jaguar of the last decade. Needs to banish all memory of the X-Type. Oops.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
2.0T SE	£26,995	7.7	147	200	206	37.7	179	8/10
3.0 V6 S/C S	£44,870	5.1	155	340	332	34.9	194	8/10
2.0D 180 SE	£30,275	7.8	140	180	317	67.3	109	9/10

Euro NCAP n/a LxWxH in mm: 4672x1850x1416, 47/56/63-litre fuel tank, 450-litre boot, 5 engines, 5 trims, 14 models in total

New XF is good. Probably-better-than-a-5-Series good. Lovely inside too, just not big enough for plutocrat bellies.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
3.0 V6 S/C S	£49,945	5.1	155	380	332	34.0	198	9/10
2.0D 180 R Sp'	£35,100	7.7	136	180	317	65.7	114	9/10
3.0D V6 S	£49,945	5.8	155	300	332	51.4	144	9/10

Euro NCAP n/a, LxWxH in mm: 4954x1880x1457, 55/66/74-litre fuel tank, 540/963-litre boot, 4 engines, 4 trims, 8 models in total.

DATA IN NUMBERS: FAT CAT DIET

- → Jaguar XF 2.0D 180 kerbweight 1595kg
- → BMW 520d kerbweight
- → Audi A6 2.0 TDI ultra kerbweight 1625kg

Zoinks. The XJ is rapid, refined and just plain beautiful. The interior is so special we invented an award for it.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
XJ L 3.0D Port'	£67,870	6.4	155	275	443	47.0	159	7/10
XJ L 3.0 SC Por'	£73,450	5.7	155	340	332	30.0	224	7/10

Euro NCAP n/a, LxWxH in mm: 5120/5250x1890x1490, 82-litre fuel tank, 520-litre boot, 3 engines, 5 trims, 13 models in total.

I F-TYPE

Over-priced Cayman rival, or cut-price 911 alternative? Who cares, when the F-Type is this sodding good?



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
3.0 V6 S Coupe	£60,250	4.9	171	380	339	31.8	213	8/10
5.0 V8 R AWD	£85,025	3.9	186	550	501	25.0	269	8/10
3.0 V6 S Conv'	£67,520	4.9	171	380	339	31.0	213	7/10
5.0 V8 S Conv'	£79,985	4.3	186	495	460	25.5	259	7/10

Euro NCAP n/a, LxWxH in mm: 4470x1920x1300, 70-litre fuel tank, 196/315-litre boot, 3 engines, 3 trims, 14 models in total.

JEEP

TopGear on Jeep:

Oblong-obsessed 4x4 experts still trading off WWII heroics. Don't mention the Italian and German oily bits underneath.

Meet the Fiat 500X's Yankee cousin. The styling's a bit yee-hah, but it drives w Euro sophistication, with added fun.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.6 Sport	£16,995	11.9	111	112	112	47.1	141	6/10
1.4 MJet Longi'	£19,795	10.9	112	142	170	47.1	140	6/10

Euro NCAP *****LxWxH in mm: 4236x1805x1667, 48-litre fuel tank, 351/1356-litre boot, 5 engines, 5 trims, 15 models in total.

CHEROKEE

After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATINO
2.0 Mjet 140	£26,095	10.9	116	140	258	53.3	139	6/10
2.2 Mjet 200 4x4	£36,795	8.5	127	200	324	49.6	150	6/10

Euro NCAP **** LxWxH in mm: 4623x1859x1669, 60-litre fuel tank, 714/1267-litre boot, 4 engines, 4 trims, 11 models in total.

GRAND CHEROKEE

Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. Big, thirsty, pricey.



6.4 V8 SRT 3.0 CRD O'land

E48,195 8.2 128 237 405 31.7 198

PRISE 0-12 MPR NOT 1871 MPR £63,995 5.0 160 461 460 20.0 328 6/10

Euro NCAP *** LaWxH in mm: 4820x1940x1760, 93-litre fuel tank, 782/1554-litre boot, 2 engines, 7 trims, 7 models in total.

PICANTO

A Kia cracker. Latest Picanto looks good, drives well, costs little and is antied to the max



1.0 1 3d 1.25.2.5d

THE S-IZ MY DP £8,345 13.9 85 88 70 67.3 89 E10,745 11.0 106 NS 89 65.3 100 Euro NCAP **** LxWxH in mm: 3600x1600x1480, 35-litre fuel tank, 200/870-litre boot, 2 engines, 7 trims, 11 models in total.

CEE'D

Still a white goods car, but now it's white goods by John Lewis. Build quality is a rival for VW now, as is much else.



1.0T-GDI GT LI' E20,220 10.3 NO 116 20 57.8 115 E23,605 7.3 MJ 201 195 18.2 170

Euro NCAP **** LYWEH in mm: 4310x1780x1470, S3-litre fuel tank, 380/1318-litre boot, 3 engines, 5 trims, 16 models in total.

SPORTAGE

An early trendsetter in the crossover class, but trends have caught up with it now. Big, chunky, not that great to drive.



PRICE 0-62 MPH BHP LB FT MPG CO2

1.7 CRDi 2WD 2 £21,200 11.9 107 114 188 54.3 135 6/10 2.0 CRDi KX-4 £28,200 9.4 120 181 282 46.3 158 Euro NCAP LxWxH in mm: 4440x1860x1650, 58-litre fuel tank, 564/1353-litre boot,4 engines, 6 trims, 9 models in total.

KOENIGSEGG

TopGear on Koenigsegg: Swedish purveyors of deeply outrageous supercars. Big and shouty - yes. But also quite clever.

AGERA

The P1, LaFerrari and 918 are all well and good, but there is a fourth way. The Swedish way...



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING

£1.27m TBA TBA 1160 944 TBA TBA Euro NCAP n/a, LxWxH in mm: 4293x2050x1120, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 m

REGERA

True to form, latest 'Segg is maddest yet. Petrol-electric hybrid with a weird single speed 'box. We can't wait for this one.



PERS 8-42 MPS NOP LEFT NOS COL 5.0 VS T PHEV ELASIN 27 255 1800 1475 TBA TBA

Euro NCAP n/a, LxWxH in mm: 4560x2050x1110, 82-litre fuel tank, 150-litre boot, 1 engine, 1 trim, 1 model in total.

LAMBORGHINI

The supercar for those who don't care: Or The Green Party. Or visibility. But like

Lambo's riposte to the 458 and 650S. Smoother, slicker, but is still essentially



LP 610-4

PRES 8-42 MPH DP 1817 MPH 1822 M £188,000 3.2 202 610 418 22.6 290 8/10

Euro NCAP n/a, LxWxH in mm: 4459x1924x1165, 80-litre fuel tank, TBA-litre boot, 1 engine, 1 trim, 1 model in total.



JAGUAR F-PACE S

Basic price E51.450
Engine 2995cc, V6, 375bhp, 332lb ft, 31.7mpg, 209g/km
Performance 0-62mph 5 5secs, 155mph Weight 1,861kg
Colour Italian Racing Red (E675)
Wheels 22* Double Helix (E1,600)
Trim Jet and Red Taurus Leather (E0)
Standard equipment Heated sents, climate control, DAB, sat-nav, Bluetooth, keyless

Options Practicality Pack (£450). Climate Pack (£510), Black Pack (£660) LED Headlights (£845), InControl Touch Pro with Meridian Sound (£2.050). ASR

TOTAL PRICE £61.640





AVENTADOR

Murcielago replacement doesn't disap point. A hint of Audi has crept in, but the Aventador is still bonkers.



PME 8-22 MM MP UST IP 700-4 6260 DAG 2.0 217 700 585 17.6 370 LP 750-4 5V 2321,743 2.8 217- 750 589 173 370

Euro NCAP n/s, LxWxH in mm: 4780x2030x1140, 90-litre fuel tank, n/a-litre boot, 2 engines, 2 trims, 4 models in total.

e UK success story with the whole range ne on a field as the red carpet.

DEFENDER

Still going, still a workhorse farmer's cart, where practicality and toughness outweigh, well, everything really.



2.2 Heritage 90 £27,800 14.7 NO 122 265 25.5 285

Euro NCAP n/a, LxWxH in mm: 3690/4640x1790x2020, 60-litre fuel tank, 1600/2300-litre boot, 1 engine, 3 trims, 6 models in total.

PRES 8-82 BPS BP UST BPS CRE

DATA IN NUMBERS: INDEFENSIBLE ECONOMY

- → Land Rover Defender 2.29 fuel economy 15 Emp.
- → BMW X5 M 4.4 V8 fuel economy 25 m

DISCOVERY SPORT

Freelander gets a new name, and much more besides. Not cheap, but it's what yummy-mummys will be driving this year.



PRES LIZE BY BY 2.0 TD4 150 SE E30,886 N.O 112 150 280 57.7 129 2.0 TD4 180 SE £32,896 94 II7 180 317 53.3 139

Euro NCAP *** * LxWxH in mm: 4599x1895x1724, 54-litre fuel tank, 195/1698-litre boot, 2 engines, 4 trims, 4 models in total.

DISCOVERY

The best practical SUV on sale, Massive inside, thoughtful design, astonishi ability. Revised once again in 2014.



PRICE 0-62 MPH BHP LB FT MPG CO2 £41,600 8.8 112 256 443 35.3 213 Euro NCAP LxWxH in mm: 4830x1880x1890, 84-litre fuel

tank, 280/2560-litre boot, 1 engine, 4 trims, 4 models in total.

RANGE ROVER EVOQUE

A Range Rover for a younger, more stylish, more urban audience. One for fashionistas, not farmers.



PRICE 0-62 MPH BHP LBFT MPG 2.0 Si₄ HSE Dyn' £43,000 7.1 135 240 250 36.2 181 2.0 eD4 SE 2WD £30,200 10.6 113 150 317 65.7 113 8/10 2.0 TD4 SE Tech £34,800 9.5 124 180 317 58.9 125 8/10

Euro NCAP **** LXWxH in mm: 4360x1960x1610, 60/70-litre fuel tank, 550/1445-litre boot, 3 engines, 3 trims, 12 models in t

RANGE ROVER SPORT

A prettier RRS would be a contradiction in terms, but the new one definitely comes with less thuggishness.



1-62 MV MF £95,160 4.5 162 550 502 22.1 298 5.0 SVR ERLSGO 8.8 138 292 442 87,7 196 1/W 3.0H SDV6 HEV £95,850 EA 138 345 577 45.E 164

Euro NCAP n/a, LxWxH in mm: 4850x1983x1780, 80-litre fuel tank, 784/1761-litre boot, 6 engines, 6 trims, 8 models in total

RANGE ROVER

This is not an SUV. That's too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.



FREE 0-82 MM MF MFT 5.0 SC Autobi' FIDZ,450 5.1 MB 510 461 28.5 322 **B/ID** 3.0 TDV6 Vogue E14,950 74 180 250 442 777 198 11/10 3.0 SDV6 HEV E102,450 6.9 136 340 517 44.1 169 4.4 SDV8 Vge SE £88,850 8.5 135 340 517 32.5 228 Euru NCAP n/a, LxWaH in mm: 5000/5199x2070x1840, 85/105-litre fuel tnir, 909/2030-fitre boot, 4 engines, 4 trims, 11 models in total

I FXIIS

TopGear on Lexus: Angular luxo-Toyotas reverting back to hybrid slumberland after mad, intoxicatingly awesome LFA supercar.



3-Series drive too well for you? Then buy this, it's worse. In other areas, IS gives the Germans a much tougher time.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATIN
IS 250 SE	£26,495	8.1	143	205	185	32.8	199	7/10
IS 300h Exec	£29,995	8.4	125	220	163	65.7	101	7/10

Euro NCAP ***** LxWxH in mm: 4670x1810x1430, 66-litre fuel tank, 450/480-litre boot, 2 engines, 6 trims, 10 models in total.

Bit heavier than we hoped, but roaring V8 is sure to give BMW's M4 a few headaches. Good thing, too.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATIN
5.0 V8	£60,995	4.5	167	450	384	26.2	252	7/10
Furo NCAP n	/a LxWxF	l in mr	n· 470	5x184	5x139	0 66-li	tre fu	el tank

366-litre boot, 1 engine, 2 trims, 2 models in total.

Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
NX 300h SE	£31,495	9.3	112	200	152	54.3	121	5/10

Euro NCAP *** LxWxH in mm: 4630x1845x1645, 56-litre fuel tank, 475/1785-litre boot, 2 engines, 5 trims, 6 models in total.

TopGear on Lotus: Overlook shaky economics and turnip farmer jokes and you'll find sports cars close to driving nirvana.

Still a joy, the current Elise offers visceral driving thrills in a relatively usable package. This is steering feel.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.6 Standard	£28,720	6.0	127	134	118	45.0	149	8/10
1.8 S	£36,970	4.6	145	220	185	37.5	175	8/10

Euro NCAP n/a, LxWxH in mm: 3790x1850x1120, 44-litre fuel tank, 112-litre boot, 2 engines, 2 trims, 6 models in total

More power = good, more price = bad. 400 is astonishingly good to drive but an uphill struggle against Cayman and 911.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
3.5 S	£61,895	4.6	172	345	295	28.7	229	8/10
400	£73,115	4.1	186	400	303	29.1	225	8/10

Euro NCAP n/a. LxWxH in mm: 4340x1850x1220, 55-litre fuel tank 160-litre boot, 3 engines, 3 trims, 5 models in total.

Lotus' track car has grown up and got heavier. But don't worry, this makes it more usable. Deliriously good to drive.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
3.5 V6 Standard	£54,500	4.0	170	345	295	28.0	236	9/10
3.5 V6 Roadster	£54,500	3.8	145	345	295	28.0	236	8/10

Euro NCAP n/a, LxWxH in mm: 4050x1800x1150, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 3 models in total.

MASERATI

Ferrari's moody cousin. Every model beaten in every way by German opposition, save for cachet, cool, and style.

Maserati builds a BMW 5-Series. It's available with a diesel engine. Well, they think it's a good idea.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
3.0 V6	£53,580	5.6	163	330	369	29.4	223	6/10
3.0 V6 TT S	£64,730	5.0	177	410	405	27.2	242	7/10
3.0 V6 Diesel	£49,160	6.3	155	275	442	47.9	158	6/10

Euro NCAP *** LxWxH in mm: 4970x1950x1460, 80-litre fuel tank, 500-litre boot, 3 engine, 2 trims, 3 models in total.

CABRIOS WITH BIGGEST BOOT



a Mercedes-Benz SI

504 litres

0 Renault Megane CC 417 litres



O Mercedes-Benz E-Class Cabriolet 390 litres



O Vauxhall Cascada 380 litres



0 Audi A5 Cabriolet 380 litres



0 **RMW** 2-Series Cabriolet 335 litres



n Mercedes-Benz SLK 335 litres



O Audi A3 Cabriolet 320 litres



0 Rolls-Royce Phantom **Drophead Coupe** 315 litres



BMW **Z4** 310 litres

M

QUATTROPORTE

Noooo – what have they done? The old one was soul personified, this looks a bit... meh. Still, at least it drives better.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
3.0 TT V6	£80,125	4.9	177	410	405	26.9	244	7/10
3.8 TT V8	£108,195	4.7	190	530	523	23.7	278	7/10
Furo NCAP n	/a LvWvH	l in mr	n· 505	nv190	00v144	0 90-1	tro fu	اه

tank, 450-litre boot, 2 engines, 1 trims, 2 models in total.

GRANTURISMO

Muscular, pretty coupe that's more GT than sports car. Nothing wrong there and the MC Strad has bite if you need it.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
4.7 460 Sport	£90,820	4.8	185	460	383	19.7	331	8/10
4.7 MC Stradale	£110,145	4.5	188	450	376	19.5	337	8/10
4.7 GranCabrio	£98,350	5.2	177	440	361	19.5	337	8/10

Euro NCAP n/a, LxWxH in mm: 4880x1920x1350, 86-litre fuel tank, 260-litre boot, 3 engines, 3 trims, 5 models in total

MAZDA

TopGear on Mazda:

Remember when every single Ford was the best to drive in its class? Well, Mazda's nicked that mantle.

The last 2 was a sleeper – it never set out to be sparky, but somehow achieved it. Same again. Just with a hint more polish.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.5 SE	£11,995	12.1	106	75	100	60.1	110	7/10
1.5 Sport Nav	£15,995	8.7	124	115	109	56.5	117	7/10

Euro NCAP ****LxWxH in mm: 4060x1695x1495, 44-litre fuel tank, 280/950-litre boot, 4 engines, 4 trims, 12 models in total.

The 6's design language moves to the 3. So does the handling verve. After that we're less sure why you'd have one over a Golf.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.5 SE	£16,995	10.8	113	100	110	55.4	119	6/10
2.0 Sport Nav	£21,920	8.2	130	165	154	48.7	135	6/10
2.2D SE	£19,645	8.1	130	150	280	68.9	107	7/10

Euro NCAP *** LxWxH in mm: 4465x1795x1450, 51-litre fuel tank, 364-litre boot, 4 engines, 3 trims, 17 models in total.

Handsome mid-size saloon with some clever engine tech underneath. Drives well, possibly a bit middle management.



PRICE 0-62 MPH BHP LB FT MPG CO2 £24,595 9.1 134 165 2.0 Sport Nav 154 47.8 135 6/10 2.2D Sport Nav £26.395 9.1 131 150 280 72.4 107

> Euro NCAP *** LxWxH in mm: 4870x1840x1450, 62-litre fuel tank, 489-litre boot, 3 engines, 3 trims, 13 models in total.

Ignore the stereotypes: the MX-5 is back and, crucially, better than it's ever been before. Happy, simple fun.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
1.5 SE	£18,495	8.3	127	131	111	47.1	139	10/10	
2.0 Sport	£22,695	7.3	133	160	148	40.4	161	10/10	
Furo NCAP n/a 1 xWxH in mm: 3915x1735x1225 45-litre fuel									

tank, 130-litre boot, 2 engines, 5 trims, 9 models in total

DATA IN NUMBERS: WEIGHING IT UP

→ Old Mazda MX-5 1.8 kerbweight 1080kg

→ New Mazda MX-5 1.5 kerbweight 1015kg

CX-3

Because the Nissan Juke doesn't have enough rivals already. CX-3 is pretty and likely to drive well, though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.0 SE	£17,595	9.0	119	120	151	47.9	137	8/10
1.5D SE	£18,995	10.1	110	105	199	70.6	105	8/10

Euro NCAP n/a, LxWxH in mm: 4275x1765x1535, 48-litre fuel tank, 350/1260-litre boot, 3 engines, 3 trims, 12 models in total.

McLAREN

McLaren

TopGear on McLaren: Hyper-clinical British outfit spinning ever more baffling model choices off its bi-turbo V8 and carbon tub.

1570S

Meet McLaren's bonny, bouncy baby. As if. 570S is as focused and fast as its siblings. Just cheaper.



PRICE 0-62 MPH BHP LB FT MPG CO2 £143,250 3.1 204 570 443 25.5 258

Euro NCAP n/a, LxWxH in mm: 4530x1910x1202, 72-litre fuel tank, 150-litre boot, 2 engines, 2 trims, 2 models in total

DATA IN NUMBERS: 570S V 911

→ McLaren 570\$ £1.130 m

Not a facelifted 12C, says McLaren, but an all new car. Has a P1 nose, more speed, is the car the 12C should have been.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
650S	£195,250	3.0	207	650	500	24.2	275	9/10
650S Spider	£215,250	3.2	207	650	500	24.2	275	9/10

Euro NCAP n/a, LxWxH in mm: 4512x1910x1199, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 2 models in total.

1675LT

The Ronseal 650S: 675bhp and a longer tail, by 12mm. Trade descriptions might want to have a word.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
75LT	£259,500	2.9	205	675	515	24.2	275	10/10

Euro NCAP n/a, LxWxH in mm: 4546x1910x1188, 72-litre fuel tank, 145-litre boot, 1 engine, 1 trim, 1 model in total.

Same carbon tub as the 12C, same base V8; but five times the price. Yin to the LaFerrari's yang. Well done, Ron.



PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
£866,000	2.8	217	916	664	34.0	194	10/10

Euro NCAP n/a, LxWxH in mm: 4700x2000x1110, n/a-litre fuel tank, 120-litre boot, 1 engine, 1 trim, 1 model in total,

MERCEDES-BENZ

Top Gear on Mercedes-Benz: More letters combos than a bath of alphabet soup. Slurp through that and the cars are very tasty.

A-CLASS

Despite the hulbous drunkards nose this is a conventional hatch. Watch the spec or you'll muck it up.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
A 45 AMG	£38,195	4.2	155	381	351	40.9	162	8/10
A 180d SE	£212,140	11.3	118	109	192	80.7	89	6/10
A 200d AMG L'	£25.505	9.3	130	136	221	62.8	116	6/1N

Euro NCAP ***** LxWxH in mm: 4299x1780x1433, 50-litre fuel tank, 341/1157-litre boot, 5 engines, 6 trims, 57 models in total.

B-CLASS

This Volkswagen Golf SV rival remains oddly proportioned but has plenty of tech inside. Not to mention space.



o mention space.								
PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING	
£22,900	11.6	118	109	184	70.6	104	6/10	

Euro NCAP LxWxH in mm: 4360x1790x1560, 50-litre fuel tank, 488-litre boot, 5 engines, 6 trims, 57 models in total.

Sleek and sophisticated C-Class takes the fight to the 3-Series. Better looking and highly desirable, especially the C63.

and mgmy desiral	oic, cope	05.						
	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
AMG C 63 S	£66,810	4.0	155	517	517	34.5	192	9/10
C 220d AMG L	£33,665	7.7	145	170	295	70.6	108	8/10
C 350e PHEV	£38,270	5.9	155	293	258	134.5	48	7/10

Euro NCAP LxWxH in mm: 4685x1810x1447, 66-litre fuel tank, 480-litre boot, 8 engines, 5 trims, 98 models in total

E-CLASS

Ooh, fancy nose! Better than the A-Class's Merc's big exec has got its mojo back. Self-confident, relaxed and refined.



Euro NCAP ***** XWxH in mm: 4870x1850x1470, 59-litre fuel tank, 540-litre boot, 7 engines, 6 trims, 24 models in total.

S-CLASS

Meet the car that has single-handedly saved the luxury car class from the SUV

incursion. Sublim								
	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
S 400 L Hybrid	£72,020	6.8	155	333	272	44.8	147	9/10
S 500 L	£89,790	4.8	155	455	516	31.7	207	9/10

Euro NCAP n/a, LxWxH in mm: 5110/5250x1900x1490, 70/80-litre fuel tank, 510/530-litre boot, 7 engines, 5 trims, 21 models in total

£67,995 6.8 155 258 457 50.4 148

CLS-CLASS

S 350 L d

One of the most competent cars in Merc's range. It no longer defines cool like the first one, but it's all top drawer.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
CLS 350d	£50,695	6.5	155	265	457	51.4	142	8/10
CLS 63 AMG SB	£87,010	4.2	155	593	590	28.0	235	9/10

Euro NCAP n/a, LxWxH in mm: 4920x1850x1470, 580-litre fuel tank 520-litre boot, 4 engines, 3 trims, 11 models in total.

S-CLASS COUPE

Loads of tech, loads of power, loads of class, quite a bit of cash. New coupe is good enough to justify it all.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING	
S 500	£96,195	4.6	155	455	516	30.0	219	9/10	
S 63 AMG	£125.605	4.3	155	585	663	27.9	237	9/10	

Euro NCAP n/a, LxWxH in mm: 5027x1899x1411, 80-litre fuel tank, 400-litre boot, 3 engines, 3 trims, 3 models in total.

Third-gen SLK still hasn't got the dynamic talent it needs. Gadgets galore, including a roof which changes opacity.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
SLK 300 AMG Sp	£38,545	5.8	155	245	273	47.1	138	6/10
SLK 55 AMG	£55,350	4.6	155	421	398	33.6	195	7/10

Euro NCAP LxWxH in mm: 4130x1810x1300, 66-litre fuel tank, 225/335-litre boot, 5 engines, 3 trims, 6 models in total.

Perhaps the best all-round, usable hardtop convertible on sale today. Practical, fast, excellent quality and dynamics.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING	
SL 500	£83,130	4.6	155	435	516	31.0	212	8/10	
SL 63 AMG	£114,185	4.2	155	537	590	28.5	231	8/10	
SL 65 AMG	£173,360	4.0	155	630	737	24.4	270	8/10	
Furo NCAD n/a LyMyH in mm: /E20v1920v1220, 90-litro fuel tank									

Euro NCAP n/a, LxWxH in mm: 4530x1830x1320, 80-litro 235/339-litre boot, 4 engines, 2 trims, 4 models in total.

AMG GT

AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
GT	£97,200	4.0	189	462	443	30.4	216	8/10
GT S	£110,500	3.8	193	517	480	30.1	219	8/10
Furo NCAP n/a 1 xWxH in mm: 4546x1939x1287, 85-litre fuel								

tank, 285-litre boot, 2 engines, 2 trims, 2 models in total.

On paper little more than a pointless curiosity, but in reality a rather well judged crossover. Better than the CLA at least.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLA 45 AMG	£44,855	4.8	155	360	332	37.7	175	8/10
GLA 250 4Matic	£31,450	6.6	143	211	250	43.5	153	7/10

Furo NCAP n/a 1 xWxH in mm: 4417x1804x1494 50/56-litre fuel tank, 481-litre boot, 3 engines, 8 trims, 23 models in total

Take one Merc' C-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et viola - the GLC.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
GLC 220d	£34,950	8.3	130	170	295	56.5	129	8/10
GLC 250d	£36,105	7.6	138	204	369	56.5	129	8/10
Euro NCAP n/a, LxWxH in mm: 4759x1890x1644, 66-litre fuel								

tank, 550/1600-litre boot, 2 engines, 8 trims, 16 models in total.

GLE

The ML's got a new nose and a new name to go with it. GL for SUV, E for 'the one in the middle'. Simple.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
GLE 250d	£49,280	8.6	132	204	369	47.9	155	7/10
GLE 350d	£56,280	7.1	140	258	458	42.8	179	7/10
GLE 63 AMG Cp'	£96,555	4.2	155	585	561	23.7	279	7/10

Euro NCAP LxWxH in mm: 4932x1935x1796, 93-litre fuel tank, 690/2010-litre boot, 5 engines, 9 trims, 26 models in total.



With lights and navigation that lead the way.

Business users only with Contract Hire.^

Official fuel consumption figures for the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual in mpg (I/100km): Urban 55.4 (5.1), Extra Urban 76.3 (3.7), Combined 67.3 (4.2). CO2 emissions: 108g/km. Fuel consumption and CO2 figures are obtained under standardised EU test conditions (Directive 93/116/EEC). This allows a direct comparison between different manufacturer models but may not represent the actual fuel consumption achieved in 'real world' driving conditions. Optional wheels may affect emissions and fuel consumption figures. Image shown for illustration purposes only. More information is available on the Audi website at audi.co.uk and at dft.gov.uk/vca

GL-CLASS

The GL is basically the even bigger, seven-seat version of the ML. Able to change weather systems as it drives along.



PRICE 0-62 MPH BHP LB FT MPG GL 350 AMG Sp' £61,655 7.9 137 258 457 36.2 205 Euro NCAP n/a LxWxH in mm: 5100x1920x1840, 45-litre fuel

tank, 360/2200-litre boot, 2 engines, 1 trim, 2 models in total.

Top Gear on MG: Chinese-backed resurrection. Sells fewer cars annually than Ford shifts in the time you're reading this.

After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.



	PRICE	U-62	MPH	RHL	TRE	MPG	GU2	KAIINU
1.5 VTi-TECH	£8,399	10.9	108	106	101	48.7	136	5/10
Furo NCAP	- I vWv	H in m	m· 40	18v17	29v150	7 45-	litro fi	امر

tank, 285-litre boot, 1 engine, 4 trims, 4 models in total.

MG6

Recently facelifted. Marginally better cabin, but sorely lacking everywhere else. Despite being cheap, best avoided.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.9D S	£13,995	8.4	120	150	258	61.4	119	4/10
Euro NCAP n tank, 498/137								

TopGear on Mini: New hatch uglier but more sorted. Pointless Paceman and two-seaters soon to die. Good riddance.

MINI HATCH

Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
One	£13,935	9.9	121	103	133	61.4	108	7/10
Cooper	£15,485	7.9	130	136	162	62.7	105	8/10
Cooper S	£18,840	6.8	146	192	206	49.5	133	8/10
Cooper D	£16.635	9.2	127	116	199	80.7	92	7/10

Euro NCAP **** LxWxH in mm: 3821x1727x1414, 40/44-litre fuel tank, 211-litre boot, 6 engines, 6 trims, 12 models in total.

MINI 5-DOOR

See above. And remove good looks. Not the nicest in profile, but handily bigger and only £600 more. Fills a(nother) gap.



Cooper 5dr	£16,085	8.2	129	136	162	60.1	109	7/10
Cooper SD 5dr	£20,235	7.4	140	170	266	68.9	109	7/10
Euro NCAP n	/a, LxWxH	in m	n: 398	2x172	7x141	4, 40/4	4-litre	fuel

tank, 278-litre boot, 6 engines, 6 trims, 12 models in total.

PRICE 0-62 MPH BHP LB FT MPG CO2

DATA IN NUMBERS: MINI MINI?

→ **Toyota Yaris 5dr** 32mm shorter than Mini 5-do



ROLLS ROYCE PHANTOM EWB

Price £357,875 **Specs** 453bhp. 531 lb ft. 0-62mph 6.1secs. VMax 150mph, 18.9mpq, CO., 349q/km

So big and smooth, it should probably have sails. And a tiller. And a man at the helm. When it comes to stately speed, nothing does it better than a Rolls.



MERCEDES S350 L BLUETEC

Price £67.995 Specs 262bhp. 458 lb ft, 0-62mph 6.8secs, VMax 155mph, 50.4mpa, CO2 148a/km

It's here, and its even better than we expected. Tech and lux combined to seamless effect (to create TechLux!). Trounces A8 and 7-Series rivals.



BENTLEY MULSANNE

Price £229.360 Specs 505bhp. 752 lb ft. 0-62mph 5.3secs. VMax 184mph, 16.8mpg, CO, 393g/km

Like the wonderful old Arnage it replaces, the big ol' Bentley will show those peasants who's boss. And who cares if it has a slightly piggy nose?



Price £106,250 Specs 339bhp, 517 lb ft. 0-62mph 6.6secs. VMax 135mph. 33.6mpg. CO., 219q/km

New long wheelbase Rangey proves that it is possible to shoot grouse during the day and roll up to a state banquet in the evening, all in the same car.



Price £64,530 Specs 265bhp. 457 lb ft, 0-62mph 6.1secs, VMax 155mph, 60.1mpq. CO_a 124g/km

New part-carbon 7 is packed with tech. Tick the right box and it can even slot itself into a parking space without anyone behind the wheel.

CLUBMAN

No rear-hinged doors this time round New Clubman is based on BMW's 2-Series and shares its mediocrity



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.5T Cooper	£19,995	9.1	127	136	162	55.4	118	6/10
2.0 Cooper D	£22,265	8.6	132	150	244	68.9	109	6/10
£ 30.77	,							

Euro NCAP n/a, LxWxH in mm: 4253x1800x1441, 48-litre fuel tank, 360/1250-litre boot, 3 engines, 3 trims, 3 models in total.

MITSUBISHI

TopGear on Mitsubishi:

Hard to care now Evo is dead, but electro-Outlander actua Britain's top-selling EV. Nope. Still not fussed.

OUTLANDER

No-nonsense seven-seat SUV. Fair to middling. Plug-in hybrid version offered too. No one will buy that one either.



PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
£33,304	11.0	106	163	245	148.7	44	6/10
£23,984	10.2	124	150	280	53.3	138	5/10
	£33,304	£33,304 11.0	£33,304 11.0 106	£33,304 11.0 106 163	£33,304 11.0 106 163 245	£33,304 11.0 106 163 245 148.7	PRICE 0-62 MPH BHP LB FT MPG C02 £33,304 11.0 106 163 245 148.7 44 £23,984 10.2 124 150 280 53.3 138

Euro NCAP *****LxWxH in mm: 4660x1800x1680, 60-litre fuel tank, 550/1755-litre boot, 2 engines, 4 trims, 7 models in total

DATA IN NUMBERS: ELECTRIC RANGER

→ Claimed EV range of Outlander PHEV 32.5 mile

MORGAN

opGear on Morgan: diosyncratic British sports cars designed to give you wood nd a healthy exposure to the elements. Poop poop.

I3WHEELER

Eccentric and impractical, but for putting a smile on your face, nothing this side of a Tiger Moth competes.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 Bespoke 2d	£30,000	4.5	120	110	100	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: n/a, 40-litre fuel tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

CLASSIC

The only car to look like a restoration when actually new. The reasonably new Plus 8 is a fearsomely fast thing.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.0 Plus 4	£36,290	7.5	118	154	148	40.4	164	6/10
4.8 Plus 8	£85,200	4.5	155	367	370	23.0	282	7/10

Euro NCAP n/a, LxWxH in mm: 4010x1500/1720x1220, 50-litre fuel tank, n/a-litre boot, 4 engines, 6 trims, 6 models in total.

I AERO 8

Some ash still lurks in the frame of this sports car. Creaks a bit, but otherwise not as antiquated as you might think.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING	
4.8 V8 Coupe	£99,950	4.5	170	367	370	23.0	282	8/10	
4.8 V8 S'sports	£126,900	4.5	170	367	370	26.0	256	8/10	

Euro NCAP n/a, LxWxH in mm: 4120x1770x1200, 57-litre fuel tank, 227-litre boot, 1 engine, 2 trims, 2 models in total.

Vorsprung durch Technik



The Audi A3 Saloon S line Navigation from £319 per month.* Includes:

➤ Xenon headlights ➤ SD card based Navigation ➤ S line Sport suspension

Visit audi.co.uk/offers

"At the end of the agreement the vehicle and ownership rights will stay with Audi Finance." Plus VAT and initial rental. Business users only. Based on the Audi A3 Saloon S line Navigation 2.0 TDI 150PS manual. Based on 3 years, 10,000 miles per annum. Contract Hire agreement with an initial rental of £1,914.00 (plus VAT). 6p (plus VAT) per mile excess mileage charges apply. Offer available for vehicles ordered between 1 October 2015 and 31 December 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidetines account any variation to government taxes or subject to status. Available to 18s and over. Subject to availability. Prices guoted and examples shown are correct at time of publication | October 2015| and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freepost Audi Finance.

NISSAN

NISSAN

TopGear on Nissan: Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

Clever little SUV crossover that looks like... well, looks like nothing else we can think of. Very nice, if a little odd.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.6 94 Visia	£13,930	12.0	104	94	103	47.1	138	5/10
1.6T Nismo RS	£21,995	7.0	137	218	207	39.2	165	6/10
1.5 dCi Visia	£17,025	11.2	109	110	192	70.6	104	6/10

Euro NCAP **** LxWxH in mm: 4135x1765x1565, 46-litre fuel tank, 350/1181-litre boot, 6 engines, 5 trims, 17 models in total.

DATA IN NUMBERS: JUKE RS V JUKE RS

- → **Juke RS 2WD** 218bhp, 0-62mph 7.0secs, £21,995
- → **Juke RS 4WD** 214bhp, 0-62mph 8,0secs, £24,100

ILEAF

The first mass-produced leccy car. It's impressive, but our infrastructure needs sorting before it really makes sense.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
EV Visia	£26,490	11.9	90	109	206	n/a	0	7/10

Euro NCAP LxWxH in mm: 4450x1780x1570, no fuel tank 330/680-litre boot, 1 electric motor, 3 trims, 3 models in total.

New nose, same commodious cabin. Otherwise precious little to tempt Doris out of her Jazz.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.2 LE	£9,995	13.7	106	80	81	60.1	109	5/10
1.5 dCi Acenta	£15,675	11.9	111	190	147	78.5	93	5/10

Euro NCAP **** LxWxH in mm: 4100x1695x1530, 46-litre fuel tank, 411/1495-litre boot, 3 engines, 4 trims, 9 models in total.

Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.2 DiG-T Visia	£18,545	11.3	114	115	140	50.4	132	8/10
1.6 DiG-T n-tec	£23,200	9.1	124	163	177	48.7	138	8/10
1.6 dCi n-tec	£24,980	10.5	118	130	236	64.2	115	8/10

Euro NCAP **** LxWxH in mm: 4370x1800x1595, 65-litre fuel tank, 430-litre boot, 4 engines, 4 trims, 19 models in total.

The X-Trail used to be a rufty-tufty thing. Now it's been emasculated. As result, we think it's better. Fickle, us?



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING	
1.6 dCi 130 Visia	£23,445	10.5	117	130	236	57.6	129	8/10	

Furo NCAP *** I xWxH in mm: 4643x1820x1695, 60-litre fuel tank, 135(550)/1982-litre boot, 1 engine, 4 trims, 14 models in total.



Price £241,053 Specs 740bhp, 508lb ft, 0-62mph 3.1secs, VMax 211mph, 18.8mpg, CO. 350q/km

There is no more bombastic way of crossing Europe than this. We can't think of a car that has ever blended GT and supercar better than this. Utterly extraordinary.



ROLLS ROYCE WRAITH

Price £235,000 Specs 624bhp, 590lb ft. 0-62mph 4.4secs. VMax 155mph, 20.2mpg, CO., 327a/km

Want to experience the grandeur of Thirties motoring? That's what the Wraith so cleverly updates. Engage cruise, bask in the ankle-deep carpets and relax



S-CLASS COUPE

Price £125,605 **Specs** 577bhp, 663lb ft. 0-62mph 4.2secs. VMax 155mph, 28.0mpg, CO₃ 237g/km

The old CL was a sorry barge of a thing - this one is something else altogether - a genuine attempt to tackle Bentley head-on. Nothing short of magnificent.



Price £238,697 Specs 660bhp, 503lb ft, 0-62mph 3.7secs, VMax 208mph. 18.3mpg. CO. 360a/km

A four-seat, four-wheel drive V12 Ferrari that copes with everything 'normal' Ferrari product can't. And it chomps mileage like a train, as long as you have the fuel budget.



ASTON MARTIN

Price £195,950 Specs 576bhp, 465lb ft, 0-62mph 3.8secs, VMax 201mph, 22.1mpg, CO, 298g/km

Aston may not have much new to offer at present, but it has honed the Vanquish into a compelling thing sporting, but not too sporting. Lovely, just lovely

370Z

Z still looks great, but where's the firebreathing manliness of the old one, Nissan? GT86 has highlighted its shortcomings.



	PRICE	0-62	MPH	BHP	LB FT	MPG	C02	RATING
.7 V6 Standard	£27,605	5.3	155	326	269	26.9	249	7/10
.7 V6 Nismo	£37,745	5.2	155	344	274	26.6	248	7/10

Euro NCAP n/a, LxWxH in mm: 4250x1850x1320, 72-litre fuel tank, 235-litre boot, 2 engines, 3 trims, 3 models in total.

GT-R

3

Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Drive one.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
3.8 V6 550	£78,030	2.8	196	550	466	24.0	275	9/10	
3.8 V6 Nismo	£125,000	<2.7	TBA	600	466	24.0	275	9/10	

Euro NCAP n/a. LxWxH in mm: 4670x1895x1370. 74-litre fuel tank, 315-litre boot, 2 engines, 2 trims, 2 models in total

TopGear on Noble: Yes, it's from the home of pork pies. Yes, the engine's from a school-run bus. Doesn't stop Noble being a supercar force.

M600

Powered by a twin turbo Volvo XC90 V8, the old school M600 is epically fast and amazingly supple. Major want.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING	
.4 V8 T 650	£200,000	3.0	225	650	604	n/a	n/a	9/10	
Furo NCAP n/a TxWxH in mm: 4360x1910x1120_68-litre fuel tank									

n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PAGANI

opGear on Pagani: he greatest exponents of artistic Italian pageantry nd Hulk-spec power the world has yet seen.

The name is what you exclaim when you nail the throttle in this twin turbo V12'd, active aero'd hypercar.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING	
5.0 V12	£990,000	n/a	230	730	811	23.5	300	8/10	

Euro NCAP n/a, LxWxH in mm: 4610x2040x1170, 85-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

PEUGEOT

TopGear on Peugeot: Chassis bods have refound their mojo with 208 GTi and RCZ R. Design needs to be more Onyx, less ordinary.

Now more refined and comfortable Can be had with a 1.2. Have the 1.0. That's the one Toyota made.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING		
1.0 69 Access 3d	£8,345	14.3	99	69	70	68.9	95	6/10		
Furo NCAD *** LyMyH in mm: 2475v1615v1460 25-litro fuol										

tank, 196/780-litre boot, 2 engines, 4 trims, 12 models in total.



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (V100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). CO₂ Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.0 Access ac 3d	£11,695	14.0	103	68	66	64.2	102	6/10
1.6 THP GTi	£19,145	6.5	143	208	221	52.3	125	7/10
1.6 B'HDi Allure	£16,645	13.3	106	75	169	94.2	79	6/10

Euro NCAP **** LxWxH in mm: 3970x1740x1460, 50-litre fuel tank, 285/1152-litre boot, 6 engines, 7 trims, 39 models in total.

308

Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch good to drive and own. Gobs smacked.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.6 THP GT	£24,095	7.5	146	205	210	50.4	130	8/10
1.6 e-HDi Active	£19,445	10.2	121	115	199	76.3	95	8/10

Euro NCAP **** LxWxH in mm: 4253x1804x1457, 53-litre fuel tank, 470/1309-litre boot, 9 engines, 5 trims, 25 models in total.

508

Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Just been facelifted.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.0 HDi Active £23,695 9.8 130 150 273 72.4 97 Euro NCAP LxWxH in mm: 4830x1853x1456, 72-litre fuel tank, 473-litre boot, 5 engines, 4 trims, 17 models in total.

Peugeot's stunning coupe marks a renaissance. Good-looking, fun to drive, tolerable value. Now go buy an Audi TT.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.6 THP 200 GT	£27,150	7.6	146	200	206	42.1	155	7/10
RCZ R	£32,250	5.9	155	270	244	44.8	145	7/10
2.0 HDi 163 GT	£26,600	8.7	137	163	240	53.2	139	7/10

Euro NCAP n/a, LxWxH in mm: 4290x1850x1350, 55-litre fuel tank, 309-litre boot, 4 engines, 3 trims, 6 models in total

2008

High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.2 VTi Access	£13,195	13.5	105	82	87	57.6	114	5/10
1.6 BlueHDi	£16,545	11.3	114	100	187	78.5	95	6/10

Euro NCAP ****LxWxH in mm: 4160x1740x1560, 50-litre fuel tank, 360/1172-litre boot, 5 engines, 4 trims, 15 models in total.

Large seven-seat MPV that looks pretty good and does everything a family might want, although it's less brilliant to drive.



PRICE 0-62 MPH BHP LB FT MPG CO2 £24,295 10.0 121 150 251 53.3 138

Euro NCAP ***** LxWxH in mm: 4530x1837x1638, 60-litre fuel tank, 679/2506-litre boot, 6 engines, 3 trims, 13 models in total.



Caterham Seven 620R

2.8 secs

Porsche 918 Spyder 2.5 secs



Corvette Z06 3.2 secs



Nissan

GT-R Nismo

2.7 secs



Lotus Exige S 3.8 secs



Lamborghini Aventador SV **2.8 secs**



Lotus Evora 400 **4.2 secs**



McLaren P1 **2.8 secs**



Porsche Cayman GT4 4.4 secs



Ferrari LaFerrari 2.9 secs

TopGear on Porsche:Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed '911-fighter'...

The best sports-roadster on sale, bar none. Don't shop anywhere else if you can afford it. S betters Jaguar F-Type.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
2.7 265	£39,553	5.8	164	265	206	34.4	192	9/10
3.4 315 S	£47,858	5.1	173	315	265	32.1	205	9/10
3.4 GTS	£53,872	5.0	174	330	272	31.4	211	9/10

Euro NCAP n/a, LxWxH in mm: 4370x1800x1280, 64-litre fuel tank, 130/280-litre boot, 3 engines, 3 trims, 3 models in total,

ICAYMAN

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
2.7 275	£39,694	5.7	165	275	213	34.4	192	8/10
3.4 325 S	£48,783	5.0	175	325	273	32.1	206	9/10
3.4 GTS	£55,397	4.9	177	340	280	31.4	211	9/10
3.8 GT4	£64,451	4.4	183	385	309	27.4	238	10/10
F NCAD	-/- 1 3 6 1	. :	420	00100	0120		E	-11-

Euro NCAP n/a, LxWxH in mm: 4380x1800x1300, 64-litr 150/425-litre boot, 4 engines, 4 trims, 4 models in total.

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.8 Carrera S	£83,545	4.5	188	400	324	29.7	224	9/10
3.8 C4 GTS	£95,862	4.4	188	440	324	28.5	233	9/10
3.8 GT ₃ RS	£131,296	3.3	193	500	339	22.2	296	10/10
3.8 Turbo S	£142,120	3.1	197	560	552	29.1	227	8/10

Euro NCAP n/a, LxWxH in mm: 4490x1800x1300, 64-litre fuel tank, 135-litre boot, 6 engines, 10 trims, 21 models in total.

918 SPYDER

Quite possibly the most complex car in the world. But it all works, and is mindbending. Also quite fast.



		PRIGE	U-02	MPH	BMP	LBTI	MPG	602	KAIING
918		£659,775	2.8	211	885	801	85	79	10/10
	Euro NCAP n	/a. LxWxH	l in mr	n: 464	3x194	0x116	7. 70-li	tre fu	el tank.

110-litre boot, 1 engine, 2 trims, 2 models in total.

PANAMERA

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with, apart from the rather outrageous GTS model.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
4.8 V8 GTS	£93,391	4.5	179	400	368	25.4	260	7/10
4.8 V8 Turbo S	£131,152	3.8	192	570	552	27.7	239	6/10
3.0 V6 Diesel	£65,289	6.8	150	250	405	43.5	172	6/10
E-Hybrid	£89,401	5.5	167	338	325	91.0	71	6/10

Euro NCAP n/a, LxWxH in mm: 4970x1930x1420, 80-litre fuel tank, 445/1263-litre boot, 8 engines, 8 trims, 9 models in total

MADE IN SWEDEN. TUNED FOR BRITAIN. THE VOLVO V40 R-DESIGN

British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's suspension here in Britain. It puts you in total control, straightening out the toughest of hairpin turns and taming even the meanest of speed bumps.

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Available with 3 years complementary servicing when purchased on Volvo Advantage Personal Contract Purchase. Personal Contract Purchase Representative Example: V40 T2 R-Design Rebel Blue

48 Monthly payments	£26	9
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Finance deposit contribu	tion £75	0
Representative APR	4.9% AP	R
On the road price*	£19,862.5	0
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Interest charges	£2,718.5	0
Total amount payable	£22,58	1
Optional final payment	£8,65	0
Duration of agreement (m	nonths) 4	9
Fixed rate of interest p.a.	2.52	16
Mileage per annum	8,00	0
Excess mileage charge	14.9p per mi	le-



Finance subject to status. Retail sales only. "Subject to awailability at participating dealers only on vehicle registered between 01/10/15 and 31/12/15. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle. (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Further charges may be made subject to the condition or mileage of the vehicle. Farms and conditions apply. Applicants must be 18 or over. Guarantee/indemnity may be required. Volvo Car Credit RH1 15R: You will not own the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/10/15 and 31/12/15 Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars.co.uk for full terms and conditions.

MACAN

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be everywhere...



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
S	£44,650	5.4	157	340	339	32.5	204	8/10
Turbo	£60,994	4.8	165	400	405	31.7	208	8/10
S Diesel	£44,636	6.3	142	258	427	46.3	159	8/10

Euro NCAP ***** LxWxH in mm: 4684x1923x1624, 65-litre fuel tank, 500/1500-litre boot, 4 engines, 4 trims, 4 models in total.

CAYENNE

Sporting SUV that's very capable and now better to look at. It no longer has a ride that ruins your spine, either.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
S E-Hybrid	£62,099	5.9	150	422	435	83.1	79	7/10
Turbo	£93,574	4.5	173	527	554	25.2	261	6/10
S Diesel	£62,099	5.4	156	383	626	35.3	209	8/10

Euro NCAP n/a. LxWxH in mm: 4855x1939x1705, 100-litre fuel tank. 670/1780-litre boot, 7 engines, 7 trims, 7 models in total.

TopGear on Radical: Super-fast, super-intense range of Nürburgring-humbling race cars. Wait – what, they're road-legal? Oh my.

Few are as extreme, and few cope as badly with British roads. A car for dry, smooth, clear tarmac. Such as a track.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0.245 Std £69,850 3.4 160 245 265 n/a n/a

Euro NCAP n/a, LxWxH in mm: 4100x1790x1130, 50-litre fuel tank, n/a-litre boot, 1 engine, 1 trim, 1 model in total.

Now here's a trick: Radical's second road car has much more power and a roof, but is far tamer to drive.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
3.7 V6	£94,500	2.8	175	350	320	n/a	n/a	8/10
3.5 V6 Turbo	£107,500	2.6	185	454	500	n/a	n/a	8/10

Euro NCAP n/a, LxWxH in mm: 4300x1960x1127, 50-litre fuel tank. n/a-litre boot, 2 engines, 1 trim, 2 models in total.

RENAULI

Top Gear on Renault: Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Megane isn't the end of an era.

Rear-engined, rear drive, it's a mini-911! Only it's actually a cheeky little city car. Turbo is only one with any nous, though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 SCe 70	£9,495	14.5	94	70	67	62.7	105	5/10
0.9 TCe 90	£11,695	10.8	103	90	99	65.7	99	7/10

Euro NCAP *** LxWxH in mm: 3595x1646x1554, 35-litre fuel tank, 188/980-litre boot, 2 engines, 3 trims, 4 models in total.

God knows what's got into us, but we badly want a Twizy. Mainly to sneak up on other cars in electrical silence.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
13kW EV	£7,595	n/a	50	17	42	n/a	0	7/10

Euro NCAP n/a, LxWxH in mm: 2340x1240x1460, no fuel tank, 31-litre boot, 1 electric motor, 3 trims, 3 models in total

DATA IN NUMBERS: ELECTRIC CONTRAST

- → Tesia Model S P85D 0-62mph 3.1 seconds
- → Renault Twizy O-62mph It can't do 62mph

This could be the point where electric cars start to prove themselves. The Zoe looks great and costs little.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
EV Expression	£18,443	13.5	84	88	162	n/a	0	6/10

Euro NCAP LxWxH in mm: 4090x1730x1560, no fuel tank, 328/1225-litre boot, 1 electric motor, 3 trims, 3 models in total.

LOWEST CO2 PETROL CARS



a Citroen C1 1.0 S&S 88g/km



0 Peugeot 108 1.0 S&S 88g/km



0 Fiat 500 0.9 TwinAir 85 90g/km



0 Smart Fortwo 1071 93g/km



0 Seat Ibiza 1.0 95 Eco 94g/km



0 Volkswagen Polo 1.0 TSI Bluemotion 94g/km



n Volkswagen Up 1.0 BMT 95g/km



O Renault Twingo 1.0 SCe 70 95q/km



0 Seat Mii 1.0 Eco 95g/km



M Skoda Citigo GreenTech 95g/km

CLIO

A return to form for Renault. Clio 4 is good-looking and drives well. Just avo Just avoid



PRICE 0-62 MPH BHP IR FT MPG CU3 RATING 0.9 TCe Dyn Nav £14,675 12.2 113 90 62.8 1.2 GT-Line £17,725 9.9 124 120 140 543 120 1.6T RS Trophy 47.9 135 £21.780 6.6 146 220 207 7/10 1.5 dCi Exp+ £14 975 12 0 112 90 162 88 3 83 6/10

Euro NCAP LxWxH in mm: 4060x1730x1450, 45-litre fuel tank, 320/1200-litre boot, 5 engines, 6 trims, 16 models in total.

CAPTUR

Renault's take on the Juke that's, perhaps unsurprisingly, more style than substance. Clio for us, please.



PRICE 0-62 MPH BHP LB FT MPG CO2 £14,295 12,6 106 90 99 56.5 115 1.5 dCi Exp+ £15,995 12.6 106 90 162 76.4 95

Euro NCAP *****LxWxH in mm: 4120x1780x1560, 45-litre fuel tank, 377/1235-litre boot, 3 engines, 4 trims, 10 models in total.

MEGANE

It's lost the fat arse, which is a good thing. Build quality is much improved, driving manners are above average, too.



PRICE 0-62 MPH BHP £23 935 6 0 158 275 174 R'Sport Cup-S 266 377 8/10 Trophy-R 275 £36.430 5.8 158 275 266 377 1.5 dCi Exp'+ £18,245 12.1 118 110 192

Euro NCAP ****LxWxH in mm: 4300x1810x1450, 60-litre fuel tank, 372/1162-litre boot, 8 engines, 6 trims, 42 models in total

Thankfully heaps better than Renault's last crack at a big crossover – the Koleos. Qashqai rival with genuine appeal.



PRICE 0-62 MPH BHP LBFT £17,995 10.1 119 132 151 50.4 126 6/10 £19,895 11.9 113 112

Euro NCAP n/a LxWxH in mm: 4449x1836x1607, 55-litre fuel tank, 864/1620-litre boot, 3 engines, 4 trims, 14 models in total.

DATA IN NUMBERS: BIGGER SISTER

- → Nissan Qashqai overall length 4370mm
- → Renault Kadjar overall length 4449mm

ROLLS-ROYCE

Mheeled pleasure yachts that've seen off the challenge of Maybach and offer more charm than Bentley.

GHOST S2

A car for the junior plutocrat, since his boss will clearly be in a Phantom. Wave at him - he needs your pity.



PRICE 0-62 MPH BHP LB FT MPG 0.02 £181,865 4.7 155 571 576 20.8 327 £207.105 4.8 155 571 576 20.6 329 6.6 V12 FWB

Euro NCAP n/a LxWxH in mm: 5399/5569x1948x1550, 82-litre fuel tank, 490-litre boot, 1 engine, 1 trim, 2 models in total

PHANTOM S2

Luxury British land-yacht which manages to drive as well as it soothes. Cars come no more opulent than this.



PRICE 0-62 MPH BHP 6.75 V12 EWB £357,875 6.1 150 453 531 18.9 349 6.75 V12 D'head £352,745 5.8 150 453 531 19.1 347 6.75 V12 Coupe £333,155 5.8 155 453 531 19.1 347

Euro NCAP n/a, LxWxH in mm: 5830/6090x1990x1640, 100-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 4 models in total.

If the Grand Tour still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £235,000 4.4 155 624 590 20.2 327 9/10 Euro NCAP n/a, LxWxH in mm: 5269x1947x1507, 82-litre fuel tank, 470-litre boot, 1 engine, 1 trim, 1 model in total.

SFAT

Top Gear on Seat: Supposedly the sporty arm of the VW Group behemoth So why does it make a seven-seat MPV, then?

Don't go expecting loads of Spanish flair here. VW doesn't permit that. This is just a very sensible Up-based city car.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	Maria
1.0 SE Eco 3d	£10,145	14.4	100	60	67	68.9	95	7/10
1.0 75 Sport 3d	£10,540	13.2	106	75	70	60.1	108	7/10

Euro NCAP LxWxH in mm: 3560x1640x1480, 35-litre fue tank, 238/951-litre boot, 2 engines, 5 trims, 12 models in total

Looks sharp, and pricing is good, but hasn't quite made the leap that the Leon has. Ride could be better



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.2 TDI Eco S 5d	£14,520	13.9	107	75	133	80.7	92	6/10
1.4 Cupra SC	£19,120	6.9	142	180	184	47.9	139	7/10
1.6 TDI FR SC	£16,050	10.5	117	105	185	65.7	112	6/10
Free NCAD				4020	.1.00.	1120	45 Eas	- 61

LEON

Seat has really upped its game with the all-new Leon. Super-hot Cupra is rather tremendous.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.4 EcoTSI FR	£20,525	8.0	134	150	184	60.1	110	7/10
1.8 TSI FR	£21,565	7.5	140	180	184	47.1	138	8/10
2.0 TSI Cupra SC	£27,910	5.8	155	280	258	42.8	154	8/10
2.0 TDI FR SC	£23,045	7.5	142	184	280	67.3	109	7/10

Euro NCAP *****LxWxH in mm: 4260x1780x1460, 50-litre fuel tank, 380-litre boot, 7 engines, 5 trims, 37 models in total.

ALHAMBRA

One of the very best MPVs around. If you don't want an S-Max, this is a worthy alternative. Lots of seats, lots of space.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
2.0 TDI SE	£28,675	10.2	126	150	251	55.4	132	7/10

Euro NCAP *** LxWxH in mm: 4850x1900x1720, 70-litre fuel tank, 267/2297-litre boot, 4 engines, 4 trims, 8 models in total

SKODA

TopGear on Skoda: Supposedly the cheap'n'cheerful arm of the VW Group behemoth. So why does it make a £30k barge, then?

I CITIGO

Of course you recognise it – the Citigo is a lightly altered VW Up. Which makes it a very fine city car indeed.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	G02	RATING
1.0 Green SE 3d	£9,495	14.4	100	60	70	68.9	95	7/10
1.0 Gre' SE L 5d	£10,815	13.2	107	75	70	67.3	98	7/10

Euro NCAP *** LxWxH in mm: 3560x1640x1480, 35-litre fuel tank, 251/951-litre boot, 2 engines, 4 trims, 12 models in total

Only 9 per cent of the old Fabia has been carried into the new one. So it's 91 per cent better, says TG maths.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	1022	BATTER
1.0 S	£10,600	15.7	99	60	70	60.1	106	6/10
1.2 TSI 90 SE	£13,450	10.9	113	90	118	60.1	107	7/10
1.4 TDI 90 SE	£15,450	11.1	113	90	169	83.0	88	7/10

Euro NCAP *****LxWxH in mm: 3992x1732x1467, 45-litre fue tank, 330/1150-litre boot, 5 engines, 3 trims, 13 models in

Skoda, VW's practicality-obsessed arm, gives you all the car you'll ever need. Provided you're slightly dull.



	PRICE	0-62	MPH	BHP	LBFT	MPG	C02	RATING
1.2 TSI SE	£17,635	9.9	122	105	129	57.7	114	7/10
2.0 TSI vRS	£23,830	6.8	154	220	258	45.6	142	7/10
1.6 TDI SE	£19,650	10.4	121	105	184	74.3	99	8/10

Euro NCAP ***** LxWxH in mm: 4660x1810x1460, 50-litre fuel tank, 590/1740-litre boot, 7 engines, 8 trims, 45 models in total.

HEROES



WHY IS IT SPECIAL?

For a variety of reasons, not least that it proves that even under the VW Group corporate umbrella it is possible to be creative with the components and do something unique. What chiefly sets it apart is its fitnessfor-purpose. The chunky design accurately conveys the ownership experience and to drive, it's better than you'd believe. It's also less effeminate than a Qashqai.

WHICH TO HAVE?

You'll ignore the 1.2 TSI because it's at least 10mpg thirstier than the diesel. Fair enough. But you're missing out. It's the most interesting of the two engines on offer, and manages to disguise its lack of power. Sensible money goes on the 2.0-litre TDI, the 148bhp one with AWD (well, it did before dieselgate). Expensive, yes, but surprisingly capable once vou run out of tarmac.



ENGINE/GEARBOX 1197cc, 4cyl turbo, 108bhp, 129lb ft **PERFORMANCE** 0-62mph in 11.4 seconds, top speed 110mph, 51.4mpg, 128g/km WEIGHT 1.285kg PRICE £18.100

SUPERB

Enormous Skoda catches Audi-itus. Styled with ruler, but we don't care because it's like an A8 for A3 money



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
1.4 TSI S	£18,640	9.9	129	125	147	52.3	125	8/10
2.0 TDI SE	£22,090	8.9	135	150	250	68.9	108	8/10
2.0 TDI SE L Est'	£28,520	8.1	146	190	295	67.3	110	9/10
The state of the s								

Euro NCAP n/a, LxWxH in mm: 4861x1864x1470, TBA-litre fuel tank, 625/1760-litre boot, 6 engines, 5 trims, 19 models in total.

VET

Skoda's SUV-lite is a favourite of TopGear. t looks chunky, acts chunky and drives chunkly, too. Facelift spoils purity though.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.2 TSI 105 S	£17,000	11.4	110	105	129	46.3	142	7/10
2.0 TDI 110 Bus'	£19,850	11.6	112	110	184	62.8	118	7/10
2.0 TDI SE L 4x4	£24,620	9.1	121	150	251	55.4	134	8/10

Euro NCAP **** LxWxH in mm: 4222x1793x1645, 55-litre fuel tank, 322/1760-litre boot, 4 engines, 5 trims, 21 models in total

Top Gear on Smart: Best yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

FORTWO

A doddle to park, a delight around town, but what on earth was Smart thinking when it signed off the design?



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.0 Passion	£11,125	14.4	94	71	67	68.9	93	6/10
0.9T Prime	£12,415	10.4	96	90	83	67.3	97	6/10

Euro NCAP *** LxWxH in mm: 2695, 1663, 1555, 35-litre fuel tank, 260/350-litre boot, 2 engines, 4 trims, 8 models in total.

FORFOUR

Same front end as the car above Concerning. Otherwise, it's a decent city car. But our eyes hurt.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 Passion	£11,620	15.9	94	71	67	67.3	97	6/10
1.0 Edition #1	£13,720	15.9	94	71	67	67.3	97	5/10
	Carlotte and							

LxWxH in mm: 3495, 1665, 1555, 35-litre fuel tank, 185/975-litre boot, 1 engine, 4 trims, 4 models in total.

SSANGYONG

Top Gear on Ssang Yong: Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

TIVOLI

Neat-looking crossover is SsangYong's more practical take on the Nissan Juk Storming value but not bad to own either.



PRICE 0-62 MPH BHP LBFT MPG CO2 1 6 eXG SE £12,950 12.0 106 128 118 44.1 149

Euro NCAP n/a, LxWxH in mm: 4195x1795x1590, 47-litre fuel tank, litre boot, 2 engines, 3 trims, 8 models in total.

SUBARU

op Gear on Subaru: • WRC legend rebuilding its brand with chunky, rugged • Rally heritage lives on in old-skool WRX.

More of the unfashionable same from Subaru, but that's what owners love. New one is handily sized, very capable.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
2.0D SE	£27,995	9.7	119	150	258	50.4	145	6/10
102000000000000000000000000000000000000								

Euro NCAP n/a, LxWxH in mm: 4815x1840x1605, 60-litre fuel tank, TBA-litre boot, 2 engines, 2 trims, 3 models in total.

Yet another big estate from Subaru. Hard to see where it fits in, particularly with just a single petrol engine choice.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING
6 DIT GT	£27,495	8.9	131	172	185	39.8	164	6/10

Euro NCAP n/a, LxWxH in mm: 4690x1780x1490, 60-litre fuel tank, 522/1466-litre boot, 1 engine, 1 trim, 1 model in total.

WRX STI

The Scooby turbo is back, minus the Impreza name but with the same huge wing and heinous thirst.



PRICE 0-62 MPH BHP LBFT MPG CO2 £28,995 5.2 159 300 300 27.2 242 7/10

Euro NCAP n/a, LxWxH in mm: 4595x1795x1475, 77-litre fuel tank, 460-litre boot, 1 engine, 1 trim, 1 model in total

DATA IN NUMBERS: FAST THIRST

→ WRX STI 48% thirstier than an Audi S3; 0-62mph identica

BRZ

An entirely excellent small, sharp coupe that's not at all like an Impreza. In a good way. Rather like a Toyota GT86...



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 SE Lux 2d £23,995 7.6 130 200 151 36.2 181

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 55-litre fuel tank, 245-litre boot, 1 engine, 2 trims, 2 models in total.

FORESTER

Lacks school run glam, but that's not the point - this is rugged transport. Pity the 240bhp XT Turbo is so ignorable.



2 0D XC

PRICE 0-62 MPH BHP LB FT MPG CO2 £26.995 10.2 118 147 258 47.9 156

Euro NCAP n/a, LxWxH in mm: 4560x1780x1700, 64-litre fuel tank, 450/1610-litre boot, 3 engines, 4 trims, 6 models in total.

TopGear on Suzuki: Only the lovable Swift Sport appears to have been fed the enthusiasm from Suzuki's mental motorcycles.

SWIFT

By not trying too hard, this no-nonsense supermini succeeds in being really rather good. The Sport is back, too. Rejoice!



1.6 Sport 3d

PRICE 0-62 MPH BHP LB FT MPG CO2 £13,999 8.7 121 136 118 44.1 147

Euro NCAP *** LxWxH in mm: 3850x1700x1510, 45-litre fuel tank, 213/562-litre boot, 2 engines, 4 trims, 10 models in total.

S-CROSS

Out with the SX4, in with the S-Cross Same Qashqai-rivalling concept, same slight surprise at how decent it is.



1.6 DDiS SZ3

PRICE 0-62 MPH BHP LB FT MPG CO2 £16 999 12 0 111 120 236 672 110 6/10

Euro NCAP *** LxWxH in mm: 4300x1765x1575, 50-litre fuel tank, 430-litre boot, 2 engines, 4 trims,11 m

VITARA

This one caught us rather by surprise. Vitara is a perfectly good alternative to a Qashqai or Juke. Well done, Suzuki.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £17,499 11.5 112 120 236 70.6 106

TFSI A

TopGear on Tesla: All-electric cars done properly. Model S is so goo could almost use one as your one and only car. Al

MODEL S

The most credible alternative to the German execs yet launched. Fast, well designed and utterly silent.



PRICE 0-62 MPH BHP LB FT MPG CO2 £60,535 5.2 140 334 317 N/A 70kWh Π 8/10 P85D £84,535 3.1 155 701 443 N/A D

> Euro NCAP ***** LxWxH in mm: 4970x1964x1445, no fuel tank, 745/1645-litre boot, 3 power outputs, 3 trims, 3 models in total.

TOYOTA

TopGear on Toyota: Maker of many boring things. And the GT86. Which is so good, it almost makes up for the rest of 'em.

Citroen C1 with added face fu cheap, sti more can

ill good a pable else	around to ewhere.	e run own. I	Now	SLIII		3	7		
	PRICE	0-62	MPH	ВНР	LBFT	MPG	C02	RATING	
	£8,695	14.2	99	70	70	68.9	95	7/10	

£11.695 14.2 99 70 1.0 x-cite 5d 70 68.9 95 Euro NCAP LxWxH in mm: 3455x1615x1460, 35-litre fuel

tank, 168-litre boot, 1 engine, 5 trims, 10 models in total.

YARIS

1.0 x 3d

A key car for Toyota in Europe. The engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



1.33 Icon 5d

PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £14.095 11.1 109 98 92 57.6 114

Euro NCAP *** LxWxH in mm: 3890x1700x1510, 42-litre fuel tank, 347/768-litre boot, 4 engines, 4 trims, 11 models in total.

DATA IN NUMBERS: BORIS BEATER

→ Cheapest Congestion Charge exempt Yaris

AURIS

For people who want a Prius, but don't want to be seen in a Prius. Possibly Britain's worst driven car. Maybe.



1.8 Hybrid

PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £19,645 10.9 112 138 105 80.7 79

Euro NCAP LxWxH in mm: 4330x1760x1475, 50-litre fuel tank, 435/1199-litre boot, 5 engines, 5 trims, 30 models in total.

The iconic hybrid is clever, clean and economical, especially when it comes to tax. Want seven seats? Try a Prius+.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.8 Plug-in	£33,395	13.1	111	98	104	134.5	49	6/10
1.8 Prius+	£26,995	11.8	105	138	105	68.9	96	5/10

Euro NCAP ***** LxWxH in mm: 4460x1750x1490 (Prius+: 4635x1805x1775, 45-litre fuel tank, 445/658-litre boot (Prius+: 505/1425), 1 engine, 4 trims, 6 models in total

AVENSIS

There's little wrong with the Avensis, just like there's little wrong with your dad's M&S jumper. Mmm, woolly.



PRICE 0-62 MPH BHP LBFT MPG CO2 £18.850 11.4 112 112 199 67.3 108 5/10

Euro NCAP *** LxWxH in mm: 4750x1810x1480, 60-litre fuel tank, 510/1609-litre boot, 3 engines, 4 trims, 9 models in total.

The best Toyota in donkeys (with a nod of thanks to Subaru). Light 'n' lithe coupe proves that 200bhp is enough.



PRICE 0-62 MPH BHP LB FT MPG CO2 £22,700 7.7 140 200 151 36.2 180 9/10 2 0 Aero £27,500 7.7 140 200 151 36,2 180 8/10

Euro NCAP n/a, LxWxH in mm: 4240x1780x1430, 50-litre fuel tank, 245-litre boot, 1 engine, 4 trims, 4 models in total.

VERSO

Revised in 2013 and does an OK job of moving offspring and their snotty gub-bins, but outclassed by the Ford C-Max.



PRICE 0-62 MPH BHP LBFT MPG CO2 1.6 D-4D Active £19,990 12.7 115 114 199 62.0 119 5/10

Euro NCAP *** LxWxH in mm: 4440x1790x1620, 60-litre fuel tank, 178/1693-litre boot, 3 engines, 3 trims, 8 models in total.

LAND CRUISER

Happy in the hands of armed militia and jolly farmers from Lincolnshire. One of the most robust off-roaders ever.



PRICE 0-62 MPH BHP LB FT MPG CO2 3.0 D-4D Icon £48,355 11.7 109 171 302 34.9 213 5/10

Euro NCAP n/a, LxWxH in mm: 4760x1885x1890, 87-litre fuel tank, 403/1695-litre boot, 1 engine, 3 trims, 3 models in total.

VAUXHALI

Top Gear on Vauxhall: Along with Ford, the bread and butter of British motoring. Thing is, Vauxhall forgets to put tasty fillings in.

They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame its upbringing.



PRICE 0-62 MPH BHP LB FT MPG CO2 1.4 100 S/S Slam £14,895 11.5 115 100 96 55.4 119 1.0T Rocks Air £17,245 9.9 121 115 125 56.5 115

Euro NCAP LxWxH in mm: 3740x1680x1590, 45-litre fuel tank, 170/663-litre boot, 3 engines, 5 trims, 17 models in total.

Vauxhall revives Viva name, but only in the UK. Viva is called Karl elsewhere. Is quite cheap. Also quite cheerful.



PRICE 0-62 MPH BHP LB FT MPG CO2 £7,995 13.1 108 75 70 62.8 104 Euro NCAP n/a LxWxH in mm: 3675x1595x1485, 32-litre fuel



Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (I/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5), CO₂ Emissions 127g/km. MPG figures are obtained from laboratory testing intended for comparisons between vehicles and may not reflect real driving results.

Lovely little 1.0-litre turbo, very refined and vastly improved all round. But it's still a Vauxhall. Need we say more?



	PRICE	0-62	МРН	ВНР	LBFT	MPG	CO2	RATING
1.2 Sting 3d	£9,265	16.0	101	70	85	52.3	124	6/10
1.oT 90 SE 5d	£15,100	11.9	112	90	122	65.7	104	6/10
1.6T 205 VXR 3d	£18,245	6.8	143	205	180	37.7	174	6/10

Furo NCAP *** I xWxH in mm: 4020x1736x1479, 45-litre fuel tank, 285/1120-litre boot, 7 engines, 8 trims, 76 models in total.

ASTRA

Yes, yawn, it's the new Astra. Trouble is, this one really takes the fight to the Focus. Onboard connectivity is superb.



	PRICE	0-62	MPH	BHP	LBFT	MPG	G02	RATING
1.0T	£15,995	10.5	124	105	125	65.7	99	7/10
1.4T 150 SRi	£18,895	7.8	134	150	181	51.4	128	7/10
1.6 CDTi Design	£18,180	9.0	127	136	236	76.3	99	7/10

Euro NCAP n/a, LxWxH in mm: 4370x1871x1485, 48-litre fuel tank, 370/1210-litre boot, 8 engines, 5 trims, 41 models in total.

INSIGNIA

The Vectra replacement that changed its name to avoid incrimination in past crimes. Good to drive, smart design.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
2.8 T VXR SS	£30,379	5.6	170	325	320	25.7	249	6/10
1.6 CDTi Design	£19,534	10.9	130	136	236	74.3	99	6/10
2.0 CDTi SRi ST	£23,434	9.4	137	170	295	60.1	124	6/10

Euro NCAP LxWxH in mm: 4830x1860x1530, 70-litre fuel tank, 530/1470-litre boot, 9 engines, 6 trims, 106 models in total.

VXR8

No-nonsense Aussie saloon is back. TG cheers loudly. Particularly as it now has nearly 600bhp... Strewth.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING £54,509 4.9 155 584 545 18.5 363 6.2 V8 GTS Euro NCAP n/a, LxWxH in mm: 4940x1900x1470, 73-litre fuel tank,

495-litre boot, 1 engine, 1 trim, 1 model in total.

I MERIVA

Mini-MPV with rear suicide doors to ease child installation and ejection of drunks. Like a Black Cab, minus vomit.



PRICE 0-62 MPH BHP LB FT MPG CO2 1.6 CDTi Excl² £20,875 9.9 122 136 236 64.2 116 Euro NCAP **** LxWxH in mm: 4290x1810x1620, 54-litre fuel

tank, 400/1500-litre boot, 7 engines, 4 trims, 21 models in total.

ZAFIRA TOURER

Who'd of thunk it? The words 'Zafira' and 'desirable' in the same sentence. Boomerang eyes are locked on S-Max...



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 2.0 CDTi SRi £25,230 9.1 129 170 280 54.3 137

Euro NCAP LxWxH in mm: 4600x1850x1760, 65-litre fuel tank, 420/1420-litre boot, 5 engines, 5 trims, 22 models in total.



Price £80,000 Specs 280hhn. 206 lb ft, 0-62mph 2.8secs. VMax 170mph, N/A mpg. CO. N/A g/km

It's made by some men in Cheshire. It will make you feel like Ayrton Senna. It looks like a formula racer. And it really doesn't matter if you have no mates.



ARIEL ATOM 3.5

Price £38,000 Specs 310bhp, 169 lb ft. 0-62mph 2.7secs. VMax 155mph, N/A mpg. CO_o N/A g/km

It changed how we think about track-day cars, and nearly tore Jeremy's face off. Now in its fourth generation, the Somerset lightweight is just getting better and better.



42NR

Price £32,990 Specs 210bhp, 150 lb ft. 0-62mph 3.8secs. VMax 136mph, N/A mpg, CO, N/A g/km

New 420R is Caterham's mid-ranger, above the 360 and below the manic 620. Still light, fast and nimble. And still nowhere to keep a dog.



Price £54,500 Specs 345bhp, 295 lb ft, 0-62mph 4secs. VMax 170mph, 28mpg. CO., 236a/km

The last one was as raw as sashimi. This one's more grown up, and now has a supercharged V6, but can still spot an apex from a mile off. Lotus still knows its onions.



ZENOS E10 S

Price £29,995 Specs 250bhp, 295lb ft, 0-62mph 4.0secs, VMax 145mph, N/A mpg, CO, N/A g/km

If the Ford Focus ST-engined E10 is anything to go by, British upstart Zenos will be around for a while yet. Actual windscreen makes it semi-usable on the road.

TopGear on Volkswagen: Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.



Finally, a VW city car you want to own. Neat styling and packaging to shame Ikea's finest, we like the Up. A lot.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 Take Up 3d	£8,870	14.4	99	60	70	62.8	105	8/10
1.0 Club Up 5d	£12,485	13.2	106	75	70	60.1	108	8/10

Euro NCAP **** LxWxH in mm: 3540x1640x1490, 35-litre fuel tank, 251/951-litre boot, 2 engines, 6 trims, 16 models in total.

DATA IN NUMBERS: PRICED UP

→ VW Up 1.0 60 Take 3d £595 more tha

VW has created the world's first ecospaceship. Beam us up Scotty, we're ready for lift-off at 300mpg.



	LIHOT	0 02	1007 11	Dill	LUII	mii o	002	IIMIIIIO
0.8 TDI Plug-in	£94,000	11.9	99	75	103	313	24	9/10
Euro NCAP n	/a, LxWxH	l in mn	n: 397	0x168	2x1184	1, 10-li	tre fu	el

tank, 120-litre boot, 1 engine, 1 trim, 1 model in total.

POLO

The Golf's mini-me was facelifted for 2014. It's safe and solid, and now has a (little) bit more soul.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.0 S 3d	£11,300	15.5	100	60	70	60.1	106	7/10
1.2 TSI SE 5d	£14,410	10.8	114	90	118	60.1	107	8/10
1.8 TSI GTI 3d	£18,900	6.7	146	192	236	47.1	139	7/10
1.4 TDI SE 5d	£15,475	12.9	108	75	155	83.1	88	8/10

Euro NCAP LxWxH in mm: 3970x1682x1462, 45-litre fuel tank, 280/952-litre boot, 9 engines, 8 trims, 32 models in total

The best done better than ever. You need no other hatchback. So don't waste your time looking.



	PRICE	0-62	MPH	BHP	LBFT	MPG	CO2	RATING
1.4 TSI GT 5d	£24,270	8.2	134	150	184	57.6	115	8/10
2.0 GTI 5d	£28,155	6.5	153	220	258	47.1	139	8/10
2.0 R 5d	£31,475	5.1	155	300	280	39.8	165	9/10
1.6 TDI Match 5d	£21,960	10.7	119	110	184	74.3	99	8/10
2.0 GTD 5d	£27,590	7.5	143	184	258	67.3	109	8/10

Euro NCAP *****LxWxH in mm: 4260x1800x1450, 50-litre fuel tank, 380/1270-litre boot, 13 engines, 9 trims, 48 models in total

BEETLE

A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driver appeal



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
1.2 TSI Design	£18,670	10.9	112	105	129	51.4	128	6/10
1.4 TSI Sport	£22,525	8.7	126	150	185	48.7	134	7/10
Furo NCAP	Ix\	NxH ir	mm·	4640	(1770x	1480	58-litr	e fuel

tank, 510-litre boot, 5 engines, 4 trims, 20 models in total.

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British roads are different from Swedish roads. That's why we tested and tuned the V40 R-Design's suspension here in Britain. It puts you in total control, straightening out the toughest of hairpin turns and taming even the meanest of speed bumps,

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48 Monthly payments	£269
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Finance deposit contribu	tion £750
Representative APR	4.9% APR
On the road price*	£19,862.50
Total amount of credit	£18,843.50
Interest charges	£2,718.50
Total amount payable	£22,581
Optional final payment	£8,650
Duration of agreement (n	nonths) 49
Fixed rate of interest p.a.	2.52%
Mileage per annum	8,000
Excess mileage charge	14.9p per mile



Finance subject to status. Retail sales only "Subject to assistability at participating desiens only on vehicles registered between 01/10/15 and 31/12/15. At the end of the agreement there are 3 options (i) Renew: Part exchange the vehicle, (ii) Relatin: Pay the Optional Final Payment to own the vehicle or (iii) Renew Part exchange the vehicle to the condition or minage of the vehicle. Forms and conditions apply Applicants must be 18 or own. Guarantee/indemnity may be required. Volvo Car Credit RH1 1SR. You will not even the vehicle until all payments are made. The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase on vehicles ordered between 01/10/15 and 31/12/15. Services must be carried out at a Volvo Authorised Repairer. Retail offer only. Excludes fleet operators and business users. See volvocars could for full terms and conditions.

PASSAT

The driver likes to pretend he's an execution in truth he's a rep that's made his monthly bonus. Fine car, though



Euro NCAP LxWxH in mm: 4767x1832x1456, 59/66-litre fuel tank, 586/1152-litre boot, 4 engines, 5 trims, 26 models in total.

Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.0 TDI 184 GT £30,600 8.6 141 184 258 64.2 114

Euro NCAP n/a, LxWxH in mm: 4800x1860x1420, 70-litre fuel tank, 532-litre boot, 4 engines, 2 trims, 5 models in total.

SCIROCCO

Still great looking, but now resting on a platform two gens behind the Golf. Minor facelift isn't enough to disguise this.



	PRICE	0-62	MPH	BHP	LB FT	MPG	CO2	RATING
2.0 TSI 180	£22,790	7.4	140	180	207	47.1	148	7/10
2.0 TSI 280 R	£32,580	5.7	155	280	258	35.3	187	8/10
2.0 TDI 150	£23,455	8.6	134	150	199	67.3	109	6/10

Furo NCAP *** WyH in mm: 4256x1810x1406 55-litre fuel tank, 312/1006-litre boot, 6 engines, 4 trims, 11 models in total

TOURAN

A dull but capable MPV in a marketplace where that's all you need. Essentially a big, last-gen Golf with seven seats.



PRICE 0-62 MPH BHP LB FT MPG CO2 RATING 1.6 TDI 105 SE £23,855 12.8 116 105 185 61.4 121

Euro NCAP LxWxH in mm: 4397x1794x1634, 60-litre fuel tank, 121/1913-litre boot, 6 engines, 3 trims, 14 models in total

SHARAN

More VW MPV-ery, this time quite good. It's comfortable, practical, seats seven easily and gets decent engines.



PRICE 0-62 MPH BHP LBFT MPG CO2 1.4 TSI 150 SE £28,485 10.7 122 150 177 43.5 150 2.0 TDI 150 SE £30.115 10.3 TBA 150 251 56.5 130

Furo NCAP *** I xWxH in mm: 4850x1900x1720, 70-litre fuel tank, 300/2297-litre boot, 4 engines, 4 trims, 11 models in total.

A baby SUV that's more of a family car than a rough 'n' tough off-roader. Des-tined for the school run, and why not?



PRICE 0-62 MPH RHP IRFT MPG CO2 2.0 TDI 2WD £25,520 9.8 123 150 251 56.5 130 2.0 TDI 4WD £29.820 8.3 127 184 280 496 150

Euro NCAP **** LxWxH in mm: 4519x1809x1703, 60-litre fuel tank, 470/1510-litre boot, 6 engines, 4 trims, 15 models in total.

TOUAREG

If a large SUV can be inoffensive, this is it. Shares much with the Cayenne, except the price and cock-wafting image.



PRICE 0-62 MPH BHP LB FT MPG CO2 3.0 TDI SE £43,605 8.7 128 204 332 42.8 173 3.0 TDI R-Line £48,405 7.3 140 262 373 42.8 174

Euro NCAP *** LxWxH in mm: 4801x1940x1709, 85-litre fuel tank, 493/1555-litre boot, 2 engines, 3 trims, 5 models in total.

VOLVO

Top Gear on Volvo: Far removed from Volvo of old, and far more than just boxes on wheels. Even though they are boxy.

V40

Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually quite like these.



	PRICE	0-62	MPH	ВНР	LBFT	MPG	CO2	RATING
1.5 T2 SE	£22,205	9.2	1118	122	162	51.4	129	7/10
2.0 T5 R-Des L	£31,700	6.0	149	245	258	47.9	137	7/10
2.0 D3 150 SE	£23.770	7.9	130	150	236	74.3	99	8/10

Euro NCAP **** LxWxH in mm: 4370x1800x1450, 52-litre fuel tank, 335/1032-litre boot, 7 engines, 7 trims, 45 models in total.

MOST ECO ESTATES



a Peugeot 308 SW 1.6 BlueHDi 120 88.3mpg



0 Ford Focus 1.5 TDCi Eco 83.1mpg



0 Seat Leon ST 1.6 TDI 110 83.1mpg



O Dacia Logan MCV 1.5 dČi 90 80.7mpg



0 Toyota Auris Hybrid **Touring Sports** 80.7mpg



0 Skoda Octavia Greenline 80.7mpq



Seat Ibiza ST 1.6 TDI 80.7mpq

O



Volkswagen Golf 1.6 TDI Bluemotion 80.7mpq

O



0 Renault Megane ST 1.5 dCi 110 78.5mpg



Skoda Fabia 1.4 TDI **78.5mpg**

M

S60

At last, a BMW 3-Series rival that's actually a 3-Series size. Good engines, nice interior, but no 3-Series to drive.



PRICE 0-62 MPH BHP 1.5 T3 Business £22.490 8.1 130 154 185 48.7 135 6/10 2.0 D4 Business £24,045 7.1 143 190 Euro NCAP *** LxWxH in mm: 4630x1860x1490, 67-litre fuel

tank, 339-litre boot, 8 engines, 5 trims, 36 models in total.

V60

Estate version of the S60, only Volvo insists it's not actually an estate, but a 'sportswagon'. It's an estate, Volvo



PRICE 0-62 MPH RHP 2.0 D4 Business £25,245 7.2 140 190 295 70.6 104 £50,175 5.8 143 220 325 155 Euro NCAP ***** LxWxH in mm: 4628x1865x1484. 67-litre fuel

tank, 430/1241-litre boot, 6 engines, 9 trims, 36 models in total.

V70/XC70

Close your eyes and think of a Volvo. And here it is – the 21st century incarnation of the classic estate. Now rather off the pace.



PRICE 0-62 MPH BHP LB FT MPG 2.0 D4 Business £27,195 8.1 137 181 295 67.3 109 5/10 XC70 D5 AWD £39,540 7.5 130 215 309 53.3 139

Euro NCAP ***** LxWxH in mm: 4820x1860x1550, 70-litre fuel tank, 575/1600-litre boot, 5 engines, 4 trims, 28 models in total.

XC60

Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.



PRICE 0-62 MPH BHP IRFT MPG CO2 2.0 D4 SE Lux £34,360 7.6 130 190 295 62.8 117 Euro NCAP *** LxWxH in mm: 4630x1860x1490, 70-litre fuel

tank, 495/1455-litre boot, 3 engines, 4 trims, 14 models in total.

XC90

Everything we hoped it would be, and more besides. Superb safety systems, fantastic tech and practicality.



PRICE 0-62 MPH BHP LB FT MPG CO2 2.0 D5 £45,750 7.4 137 228 347 49.6 149 20 T6 £49.205 6.1 143 324 295 36.7 179 2.0 T8 £59.955 5.3 140 406 295 104.6 99

Euro NCAP n/a, LxWxH in mm: 4950x2008x1776, 50/71-litre fuel tank, 397/1951-litre boot, 3 engines, 3 trims, 9 models in total.

Thought up by a pair of Mexican brothers with a background in industrial design. 05 is a promising start.

Looks like a little British track thing. Isn't. Mexican money, Itali Ford power. Good effort. Italian desigr



PRICE 0-62 MPH BHP LB FT MPG CO2 £59,995 3.7 152 285 310 n/a n/a Euro NCAP n/a, LxWxH in mm: 3718x1876x1120, 40-litre fuel

tank, 70-litre boot, 1 engine, 1 trim, 1 model in total. ZENOS

TopGear on Zenos: Upstart staffed by ex-Caterham execs. It shows -Ford-engined E10 is admirably well-executed.

What do you get when former Caterham chiefs leave to design their own car? Um, a 21st century Caterham.



PRICE 0-62 MPH BHP LB FT MPG CO2 £29,995 4.0 145 250 295 n/a n/a Euro NCAP n/a, LxWxH in mm: 3800x1870x1130, n/a-litre fuel

tank, n/a-litre boot, 1 engine, 2 trims, 2 models in total.

DATA IN NUMBERS: 10 OUT OF 10

- → Zenos E10 kerbweight
- → Hyundai i10 1.0 kerbweight 933kg

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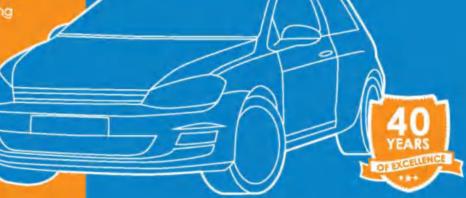


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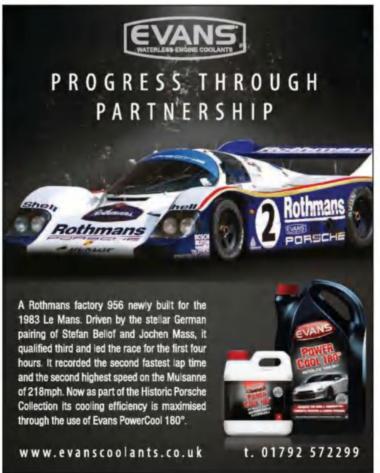
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M135/ M35/ = 402 BHP
M4/M3 3.0T => 520+ BHP
M5 F10/M6 (5TAGE 1) => 680 BHP
M5 F10/M6 (5TAGE 2) => 730 BHP
F10 520D => 240 BHP
F10 530D => 305 BHP
335/135/X6 => 370+ BHP (+DE-L M T)
123D => 252 BHP 316D/216D/116D >> 160 BHP 318D/218D/118D >> 225 BHP 330D E90 >> 296+ BHP 320D E90 >> 215 BHP 320D E90 ** 215 BHP 420i/320i/220i/120i ** 275 + BHP 435i/ F30 335: ** 390 BHP 428i/328i ** 295 BHP 535D / 335D / X5 SD ** 355 + BHP 640D/335D/335D/35D ** 390 BHP 64UU / 335U/335U/435U ** 37U BHF 730D * 305 BHP X5 4.0D / 740D ** 370 BHP X5 3.0D ** 305 BHP X6 X5.01 4.4 ** 500+BHP X6 M50D/X5M50D/S50D ** 450 BHP

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ALL 2015 RANGE ROVERS AVAILY
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MCLAREN MP4-12C = 700 BHP
MCLAREN 650S = 720 BHP
MCLAREN 650S = 720 BHP
MURCIELAGO LP640 = 707 BHP
MASERATI GHIBLI 3.05 PETROL = 470 BHP
MASERATI GHIBLI 3.0 DIESEL = 312 BHP
MASERATI GHIBLI 3.0 DIESEL = 312 BHP
MASERATI GTS / MC = 479+ BHP
BENTLEY 4.0 T V9 = 690 BHP
BENTLEY GT / F SPUR (NC 2013) = 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) = 695 BHP
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he Daihatsu Copen – the tiny two-seater introduced at the turn of the millennium, and sold in the UK for a surprising number of years thereafter – was, even by the standards of Japanese kei-car roadsters, not an especially manly offering.

To be scientific, the Copen was approximately as manly as a Sex and the City box-set, dipped in liquid oestrogen before being rolled liberally through a branch of Claire's Accessories.

Armed with a 659cc, turbo-boosted four-cylinder engine making an almost imperceptible 67bhp and 74lb ft of torque, the Copen would stroll to 62mph in 11.7 seconds, and struggle to reach three figures. Civilisations have risen and fallen quicker. It weighed – well, few scales exist that are accurate enough to measure the Copen's barely-there mass, but safe to say you wouldn't fancy its chances in a scrap with a burly hoverfly.

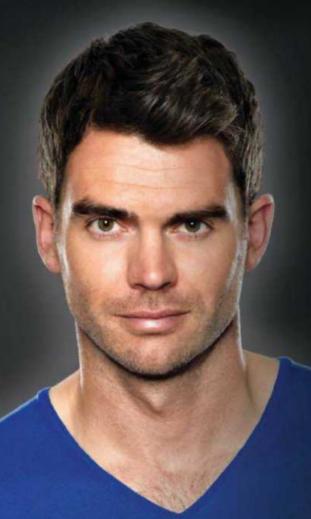
But it's precisely that lack of performance, and indeed of three-dimensional physical existence, that makes the Copen a proper little *TopGear* hero. The dinky Daihatsu presaged the current trend towards downsizing, skinny tyres and exploitable performance, long before it was fashionable. Few suspected it in 1999, but the Copen was a car ahead of its time.

Today, you can pick up a used Daihatsu Copen for around £1,500. OK, it'll be a well-loved example – we're talking a 12-year-old car with 100,000-odd miles on the clock, which is admittedly quite a career for a 659cc engine. But it'll cost you nothing to insure, on account of being too slow to physically crash, and too effete for any self-respecting crim to steal. Possessing almost no mass, it'll use no fuel, and cause no unseemly wear to its tyres or brakes. Buy one in silver, and you can convince short-sighted mates you've bought a Mkl Audi TT... and parked it quite a long way away.

But when you drop the aluminium roof and rev the tiny four-pot to its tinny limits, the Copen serves up the simplest of wind-in-the-hair thrills. Particularly if you're over 6ft tall, in which case you'll experience wind-in-the-face, wind-in-the-neck and wind-in-the-shoulders thrills for good measure. A car for giants this is not.

Yet the new Mazda MX-5 proves that, particularly in the world of roadsters, bigger is rarely better. Reachable limits, that's where it's at: cars that let you find their outer edge without troubling your licence or the undergrowth. And few roadsters offer lower limits than the Copen.

More importantly than all that, driving a Copen marks you out as a conscientious objector to the wang-waving one-upmanship of modern over-tyred, over-powered cars. If less is more, the Copen is the roadster with the most.



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CUPRA DRIVE PROFILEDynamic driving at your fingertips.

Standard EU test figures for comparative purposes and may not reflect real driving results. Model shown is a Leon ST CUPRA 280 with optional Sub8 Performance Pack, CUPRA Black-Line and Nevada white metallic paint.

Official fuel consumption for the SEAT Leon ST CUPRA in mpg (litres per 100km); urban 32.1 (8.8) - 33.6 (8.4); extra-urban 50.4 (5.6) - 49.6 (6.6); combined 42.2 (6.7) - 42.8 (6.6). CO_2 emissions 157 - 154 g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.

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